

1924.

FOURTH SESSION OF THE TWENTY-SIXTH PARLIAMENT.

---

NEW SOUTH WALES.

---

# JOINT VOLUMES

OF

# PAPERS

PRESENTED TO THE

LEGISLATIVE COUNCIL AND LEGISLATIVE ASSEMBLY,

AND ORDERED TO BE PRINTED.

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IN FOUR VOLUMES.

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VOL. III.

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SYDNEY :

ALFRED JAMES KENT, GOVERNMENT PRINTER

1925.



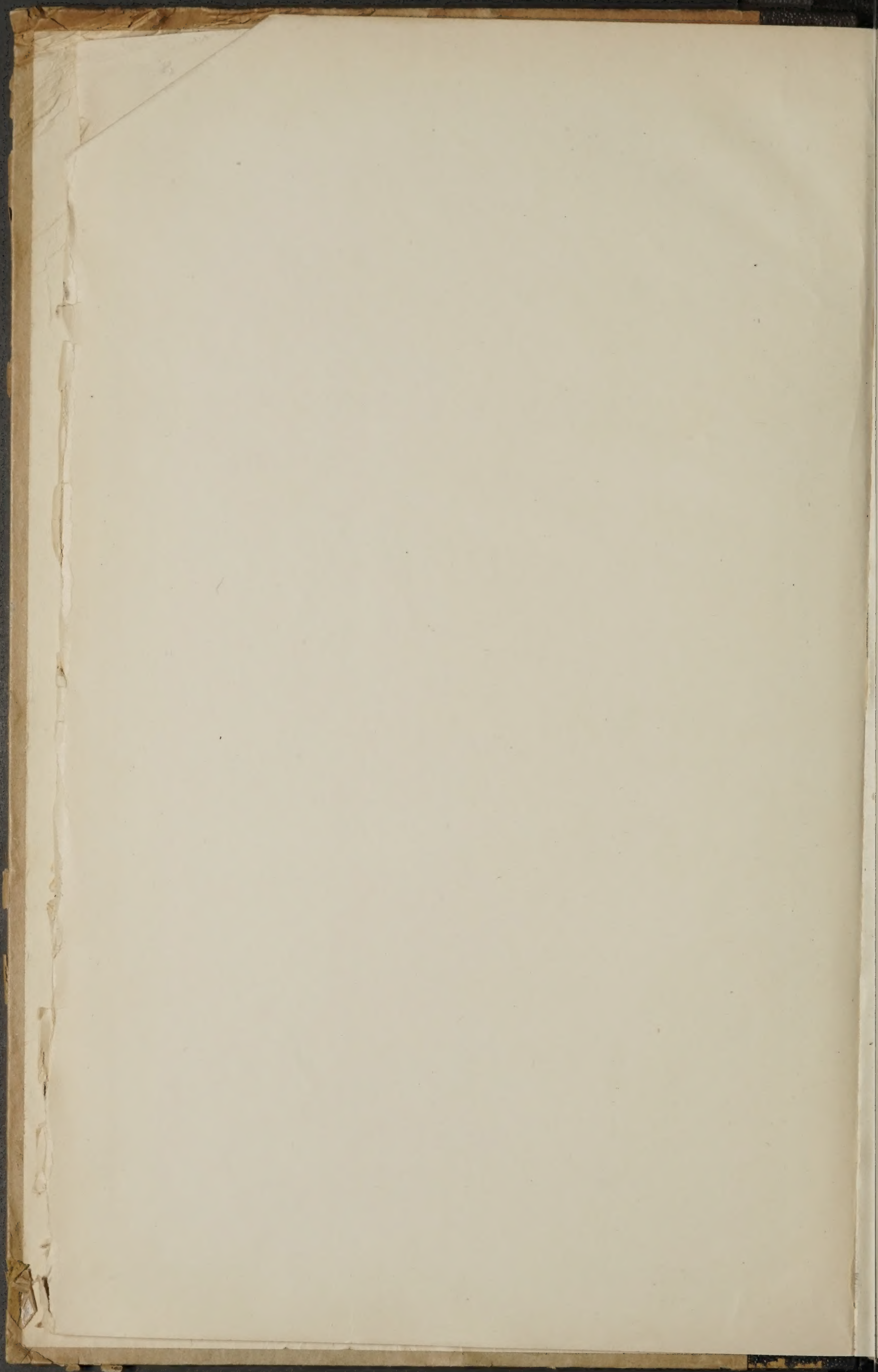
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THE HOUSE OF COMMONS

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NEW SOUTH WALES.

(FOURTH SESSION OF THE TWENTY-SIXTH PARLIAMENT.)

[Opened, 1st July, 1924—Prorogued, 23rd December, 1924]

JOINT VOLUME

OF

PAPERS

PRESENTED TO BOTH HOUSES.

(IN FOUR VOLUMES.)

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LEGISLATIVE ASSEMBLY.  
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## INSURANCE (See "UNEMPLOYED WORKERS INSURANCE BILL").

## IRRIGATION HOLDINGS (FREEHOLD) BILL:—

Message from Governor, 263; Motion made (*Captain Chaffey*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 268; read 2<sup>o</sup> and committed, reported without amendment, report adopted, read 3<sup>o</sup> and sent to Council, 292; returned without amendment, 297.

## JERILDERIE TOWARDS DENILIKUIN RAILWAY BILL:—

Motion made (*Mr. Ball*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 276; Message from Governor, 283; read 2<sup>o</sup> and committed, reported without amendment, Report adopted, read 3<sup>o</sup>, and sent to Council, 290; returned without amendment, 299.

## JUDGES PENSIONS (See "DISTRICT COURTS (JUDGES PENSIONS) BILL").

## JURY (AMENDMENT) BILL:—

Motion made (*Mr. Ley*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 62; read 2<sup>o</sup> and committed, reported without amendment, Report adopted, 101; read 3<sup>o</sup> and sent to Council, 105; returned without amendment, 121; assent reported, 139.

## JUSTICE BILL (See "ADMINISTRATION OF JUSTICE BILL").

## JUVENILE MIGRANTS APPRENTICESHIP BILL:—

Assent to (*Session 1923*), reported, 5.

## KATOOMBA SEWERAGE BILL:—

Assent to (*Session 1923*), reported, 4.

## KYOGLE (See "GRAFTON-KYOGLE TO SOUTH BRISBANE RAILWAY AGREEMENT RATIFICATION BILL").

LAW OF EVIDENCE (*pro forma*):—

Presented (*Sir George Fuller*), read 1<sup>o</sup>, 11.

## LEE WHARF EXTENSION BILL:—

Assent to (*Session 1923*), reported, 4.

## LIQUOR (AMENDMENT) BILL:—

Assent to (*Session 1923*), reported, 6.

## LOAN BILL:—

Message from Governor, 178; ordered (*Mr. J. C. L. Fitzpatrick*) founded on Resolution of Ways and Means (No. 6), presented and read 1<sup>o</sup>, read 2<sup>o</sup> and committed, reported without amendment, Report adopted, read 3<sup>o</sup> and sent to Council, 181; returned without amendment, 184; assent reported, 187.

## LOCAL GOVERNMENT (AMENDMENT) BILL:—

Motion made (*Mr. Bavin*) for leave to bring in, 193; amendment (*Mr. Hoskins*) to leave out certain words agreed to, 194; Leave as amended agreed to, Bill presented and read 1<sup>o</sup>, 193-5; read 2<sup>o</sup> and committed, reported without amendment, Motion made (*Mr. Bavin*) for adoption of Report, and amendment (*Mr. McTiernan*) to recommit *negatively*; *Point of Order*:—That Bill should have been preceded by a Message from the Crown—overruled by Mr. Deputy-Speaker, Report adopted, 203-6; read 3<sup>o</sup> and sent to Council, 209; returned without amendment, 285.

## LOCAL GOVERNMENT (COUNTY COUNCILS) AMENDMENT BILL:—

Received from Legislative Council, and on motion (*Mr. J. C. L. Fitzpatrick*) read 1<sup>o</sup>, 284; read 2<sup>o</sup> and committed, reported without amendment, report adopted, read 3<sup>o</sup>, and returned to Council, 298.

## MAIN ROADS BILL:—

Message from Governor, 17; additional Message from Governor, 113; Motion made (*Mr. J. C. L. Fitzpatrick*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 72; Motion made for 2<sup>o</sup> and debate adjourned, 79; read 2<sup>o</sup> and committed, 84; House in Committee, 92; reported with amendments, 96; motion made for 3<sup>o</sup>.—*Point of Order*:—That a clause inserted in Committee was outside the Order of Leave and outside the scope of the Bill—overruled by Mr. Deputy-Speaker. Amendment (*Mr. Wearne*) to recommit agreed to, reported 2<sup>o</sup> with further amendments, 114-15; read 3<sup>o</sup> and sent to Council, 118; returned with amendments, 162; Council's amendments disagreed to and agreed to, 181; Message to Council, 184; Message from Council, not insisting upon its amendments disagreed to, 184; assent reported, 197.

## MANLY HOSPITAL BILL:—

Motion made (*Mr. Ball*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 277; Message from Governor, 284; read 2<sup>o</sup> and committed, reported without amendment, Report adopted; read 3<sup>o</sup> and sent to Council, 291; returned without amendment, 300.

## MANLY WATER SUPPLY (PANORAMA ESTATE REVESTING) BILL:—

Received from Legislative Council and on motion of (*Mr. Ball*) read 1<sup>o</sup>, 232; read 2<sup>o</sup>, and committed, reported without amendment, Report adopted, 248; read 3<sup>o</sup> and returned to Council, 252.

## MARKET-STREET (STRAIGHTENING) BILL:—

Received from Legislative Council and on motion of (*Mr. J. C. L. Fitzpatrick*) read 1<sup>o</sup>, 235; read 2<sup>o</sup>, and committed, reported without amendment, Report adopted, 248; read 3<sup>o</sup> and returned to Council, 252.



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REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—26TH PARLIAMENT—FOURTH SESSION.

## B

BILLS (*continued*) :—PROCEEDINGS ON (*continued*) :—

## MARRIAGE (AMENDMENT) BILL :—

Motion made (*Mr. Main*) for leave to proceed with under 295th Standing Order, 66 ; Debate (*Session*, 1923) resumed, read 2° and committed, reported without amendment, Report adopted, 82 ; read 3° and sent to Council, 94 ; returned without amendment, 139 ; assent reported, 154.

## MARRIAGE AMENDMENT BILL (No. 2) :—

Motion made (*Mr. Ley*) for leave to proceed with under 295th Standing Order, 38 ; Debate (*Session*, 1923) resumed on 2° (*See Speaker's ruling*, p. 52), read 2°, committed, reported with amendments, Report adopted, 52-3 ; read 3° and sent to Council, 114

## MATRIMONIAL CAUSES (AMENDMENT) BILL :—

Received from Legislative Council, and on motion of (*Mr. Bavin*) read 1°, 89.

## MEAT (See "SYDNEY MEAT-PRESERVING COMPANY (LIMITED) AMENDMENT BILL").

## MEAT INDUSTRY ENCOURAGEMENT BILL (See "NEW SOUTH WALES MEAT INDUSTRY ENCOURAGEMENT BILL").

## MENANGLE PARK RACECOURSE (See "GAMING AND BETTING ACT AMENDMENT (MENANGLE PARK RACECOURSE) BILL").

## METROPOLITAN WATER, AND SEWERAGE (AMENDMENT) BILL :—

Assent to (*Session* 1923), reported, 3.

## METROPOLITAN WATER, SEWERAGE, AND DRAINAGE BILL :—

Message from Governor, 21 ; Motion made (*Mr. Ball*) for leave to bring in, 116 ; Bill presented and read 1°, 117 ; Motion made for 2° and Debate adjourned, 146 ; read 2° and committed, 184 ; House in Committee, 191, 195, 203 ; reported with amendments, motion made (*Mr. Ball*) for adoption of report, and amendment (*Mr. J. C. L. Fitzpatrick*) for recommittal agreed to, House in Committee reported 2°, with further amendments, Report adopted, 234 ; read 3° and sent to Council, 238 ; returned with amendments, 271 ; Council's amendments agreed to, 285.

## MINES INSPECTION (AMENDMENT) BILL :—

Message from Governor, 48.

## MINING (AMENDMENT) BILL :—

Message from Governor, 48 : Motion made (*Mr. J. C. L. Fitzpatrick*) for leave to bring in, Bill presented and read, 1°, 224 ; read 2°, and committed, reported without amendment, Report adopted, 246-7 ; read 3° and sent to Council, 252 ; returned with amendments, 284 ; Council's amendments agreed to, 293.

## MINING LEASES (VALIDATION) BILL :—

Message from Governor, 16 ; Motion made (*Mr. Bavin*) for leave to bring in, Bill presented and read 1°, 34 ; Motion made for 2° and Debate adjourned, 41 ; read 2° and committed, reported with an amendment, Report adopted, 48 ; read 3° and sent to Council, 59, returned without amendment, 85 ; assent reported, 93.

## MINES RESCUE BILL :—

Message from Governor, 140 ; Motion made (*Mr. J. C. L. Fitzpatrick*) for leave to bring in, Bill presented and read 1°, 207 ; Order of Day discharged, Bill withdrawn, 212.

## MINES RESCUE BILL (No. 2) :—

Message from Governor, 211 ; Motion made (*Mr. J. C. L. Fitzpatrick*) for leave to bring in, Bill presented and read 1°, 223.

## MOLONG WATER SUPPLY BILL :—

Motion made (*Mr. Ball*) for leave to bring in, Bill presented and read 1°, 277 ; Message from Governor, 283 ; read 2° and committed, reported without amendment, Report adopted, read 3°, and sent to Council, 290 ; returned without amendment, 300.

## MONOPOLIES BILL :—

Assent to (*Session* 1923), reported, 5.

## MOSS VALE TO PORT KEMBLA RAILWAY BILL :—

Motion made (*Mr. Ball*) for leave to bring in, Bill presented and read 1°, 273 ; Message from Governor, 282 ; read 2° and committed, reported without amendment, Report adopted ; read 3° and sent to Council, 288-9 ; returned without amendment, 299.

## MOTOR VEHICLES (TAXATION) BILL :—

Messages from Governor, 96, 198 ; Ordered (*Sir Arthur Cocks*) founded on Resolution of Ways and Means (No. 7) presented and read 1°, 209 ; read 2° and committed, 213 ; reported with amendments, Motion made (*Sir Arthur Cocks*) for adoption of report and amendment (*Mr. J. C. L. Fitzpatrick*) to recommit agreed to, House in Committee, Bill reported 2° without amendment, Report adopted, 221 ; read 3° and sent to Council, 226 ; returned without amendments, 243.

## MOTOR VEHICLES (TAXATION) MANAGEMENT BILL :—

Message from Governor, 197 ; Motion made (*Sir Arthur Cocks*) for leave to bring in, Bill presented and read 1°, 202 ; read 2° and committed, reported without amendment, Report adopted, 207 ; Motion made for 3° and amendment to recommit negatived, read 3° and sent to Council, 226 ; returned without amendment, 241.

## NARRABRI HOSPITAL SITE BILL :

Message from Governor, 215 ; Motion made (*Mr. Wearne*) for leave to bring in, Bill presented and read 1°, 217 ; read 2° and committed, reported without amendment, Report adopted, 224 ; read 3° and sent to Council, 225 ; returned without amendment, 238 ; assent reported, 255.

## NATIONAL LIBRARY BILL :—

Message from Governor, 256 ; Motion made (*Mr. Brunnell*), for leave to bring in, Bill presented and read 1°, 277 ; read 2° and committed, reported without amendment, report adopted ; read 3° and sent to Council, 292 ; returned without amendment, 298.



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REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—26TH PARLIAMENT—FOURTH SESSION.

## B

BILLS (*continued*) :—PROCEEDINGS ON (*continued*) :—

“NE TEMERE” (See “MARRIAGE AMENDMENT BILL (No. 2)”).

NEWCASTLE (See “GREATER NEWCASTLE REFERENDUM BILL” also “COTTAGE CREEK STORM-WATER CHANNELL BILL”).

## NEWCASTLE NATIONAL PARK ENABLING BILL :—

Received from Legislative Council and on motion (*Mr. J. C. L. Fitzpatrick*) read 1<sup>o</sup>, 297; read 2<sup>o</sup> and committed, reported without amendment, Report adopted; read 3<sup>o</sup> and returned to Council, 297-8.

## NEWCASTLE WHARFAGE (MEREWETHER-STREET) BILL :—

Motion made (*Mr. Ball*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 277; Message from Governor, 284; read 2<sup>o</sup> and committed, reported without amendment, Report adopted; read 3<sup>o</sup> and sent to Council, 291; returned without amendment, 300.

## NEW SOUTH WALES MEAT INDUSTRY ENCOURAGEMENT BILL :—

Message from Governor, 225; Motion made (*Mr. Oakes*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 229; read 2<sup>o</sup> and committed, 265-6; reported with amendments, report adopted, 288; read 3<sup>o</sup> and sent to Council, 292; returned without amendment, 301.

## NURSES REGISTRATION BILL :—

Message from Governor, 51; Motion made (*Mr. Oakes*) for leave to proceed with under the 295th Standing Order, 69; read 2<sup>o</sup> and committed, 122-3; reported with amendments, Report adopted, 188; read 3<sup>o</sup> and sent to Council, 191; returned with amendments, 231; Council amendments disagreed to, amended and agreed to, 244; message to Council, 250; message from Council agreeing to Assembly's amendment on its amendment and not insisting on its amendment disagreed to, 259.

## ONSILOW PARK BILL :—

Received from Legislative Council together with report from Select Committee, and on motion of (*Captain Chaffey*) read 1<sup>o</sup>, 232; read 2<sup>o</sup> and committed, reported without amendment, Report adopted, 248; read 3<sup>o</sup> and returned to Council, 252.

## OPTICIANS BILL :—

Message from Governor, 241; Motion made (*Mr. Oakes*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 243.

## PARLIAMENTARY SELECT COMMITTEES ENABLING BILL :—

Assent to (*Session 1923*), reported, 4.

PLANT DISEASES BILL (*Bill of Session 1923*) :—

Message from Governor, 15.

## PLANT DISEASES BILL :—

Message from Governor, 71; Motion made (*Captain Chaffey*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 79; Motion made for 2<sup>o</sup> and Debate adjourned, 111; read 2<sup>o</sup> and committed, 115; House in Committee, 181, 185; reported with amendments, Report adopted, 209; Motion made for 3<sup>o</sup> and amendment (*Mr. Flannery*) to recommit negatived, read 3<sup>o</sup> and sent to Council, 212-3; returned with amendments, 256; Council's amendments agreed to, 268.

## POLICE REGULATION (APPEALS) BILL :—

Assent to (*Session 1923*), reported, 2.

## PRICKLY-PEAR BILL :—

Message from Governor, 95; Motion made (*Mr. Wearne*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 106; Motion made for 2<sup>o</sup> and Debate adjourned, 109; read 2<sup>o</sup> and committed, 119; House in Committee, 141; reported with amendments, Report adopted, 146; read 3<sup>o</sup> and sent to Council, 149; returned with amendments, 180; Council's amendments agreed to, 228; Assent reported, 247.

## PRINCE ALFRED HOSPITAL (ISOLATION BLOCK) BILL :—

Assent to (*Session 1923*), reported, 3.

## PRISONERS DETENTION (AMENDMENT) BILL :—

Message from Council requesting that Bill be proceeded with under the 296th Standing Order, 36.

## PUBLIC HOSPITALS BILL :—

Message from Governor, 256; Motion made (*Mr. Oakes*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 264-5.

## PUBLIC RESERVES (See “TRUSTEES OF PUBLIC RESERVES ENABLING BILL”).

## PUBLIC WORKS AND CLOSER SETTLEMENT FUNDS (AMENDMENT) BILL :—

Message from Governor, 96; Motion made (*Sir Arthur Cocks*) for leave to bring in, 107; Bill presented and read, 1<sup>o</sup>, 109; read 2<sup>o</sup> and committed, reported without amendment, Report adopted, 122; read 3<sup>o</sup> and sent to Council, 130; returned without amendments, 157; assent reported, 161.

## PUBLIC WORKS (COUNTRY TOWNS WATER SUPPLY AND SEWERAGE) AMENDMENT BILL :—

Motion made (*Mr. Ball*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 242-3; Message from Governor, 243; read 2<sup>o</sup> and committed, reported without amendment, Report adopted, 247; read 3<sup>o</sup> and sent to Council, 251; returned without amendment, 275.

## QUEANBEYAN WATER SUPPLY BILL :—

Motion made (*Mr. Ball*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 273; Message from Governor, 282; read 2<sup>o</sup> and committed, reported without amendment, Report adopted; read 3<sup>o</sup>, and sent to Council, 288; returned without amendment, 299.

## RAND TO BULL PLAIN RAILWAY BILL :—

Motion made (*Mr. Ball*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 276; Message from Governor, 282; read 2<sup>o</sup> and committed, reported without amendment, Report adopted; read 3<sup>o</sup> and sent to Council, 289; returned without amendment, 299.

## REAL ESTATE AND STOCK AGENTS :—

Message from Governor, 16.



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REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—26TH PARLIAMENT—FOURTH SESSION.

## B

BILLS (*continued*) :—PROCEEDINGS ON (*continued*) :—

## RED CROSS WAR CHEST FARM COLONY TRANSFER BILL :—

Message from Governor, 67; Motion made (*Captain Chaffey*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 76; read 2<sup>o</sup> and committed, reported without amendment, Report adopted, 79; read 3<sup>o</sup> and sent to Council, 84; returned without amendment, 113; assent reported, 117.

## REGENT'S PARK TO BANKSTOWN RAILWAY BILL :—

Assent to (*Session 1923*), reported, 3.

## REGISTRATION OF STOCK BRANDS (AMENDMENT) BILL :—

Assent to (*Session 1923*), reported, 6.

## RESCUE STATIONS (See "MINES RESCUE BILL").

## ROADS (See "MAIN ROADS BILL").

## ROYAL COMMISSIONS (MUNICIPAL COUNCIL OF SYDNEY) BILL :—

Standing Orders suspended as a matter of Urgency; Motion made (*Mr. Bavin*) for leave to bring in, Bill presented and read 1<sup>o</sup>, read 2<sup>o</sup> and committed, reported without amendment, Report adopted, read 3<sup>o</sup> and sent to Council, 172; returned without amendment, 174; assent reported, 177.

## SEAT OF GOVERNMENT SURRENDER (AMENDMENT) BILL :—

Assent to (*Session 1923*), reported, 2.

## SHAKESPEARE TERCENTENARY MEMORIAL FUND BILL :

Assent to (*Session 1923*), reported, 6.

## SOUTH BRISBANE (See "GRAFTON-KYOGLE TO SOUTH BRISBANE RAILWAY AGREEMENT RATIFICATION BILL").

## SOUTH-WEST TABLELANDS WATER SUPPLY BILL :—

Motion made (*Mr. Ball*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 273; Message from Governor, 282; read 2<sup>o</sup> and committed, reported without amendment, Report adopted, read 3<sup>o</sup> and sent to Council, 288; returned without amendment, 299.

## STALLIONS (See "HORSE-BREEDING BILL").

## STAMP DUTIES (AMENDMENT) BILL :—

Standing Orders suspended as a matter of Urgency, 150; Motion made (*Sir Arthur Cocks*) for leave to bring in, Bill presented and read 1<sup>o</sup>, read 2<sup>o</sup> and committed, reported without amendment, Report adopted, read 3<sup>o</sup> and sent to Council, 150; returned without amendment, 157; assent reported, 161.

## STAMP DUTIES (FURTHER AMENDMENT) BILL :—

Message from Governor, 211; Ordered (*Sir Arthur Cocks*) founded on Resolution of Ways and Means (No. 8) presented and read 1<sup>o</sup>, 221; read 2<sup>o</sup> and committed, reported with amendments, Report adopted, 226; read 3<sup>o</sup> and sent to Council, 228; returned without amendment, 237; assent reported, 255.

## STATUTE LAW REVISION BILL :—

Motion made (*Mr. Bavin*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 216; read 2<sup>o</sup> and committed, reported without amendment, Report adopted, 229; read 3<sup>o</sup> and sent to Council, 233; returned without amendment, 237; assent reported, 255.

## STOCK AGENTS (See "REAL ESTATE AND STOCK AGENTS BILL").

## STOCK DISEASES BILL :—

Assent to (*Session 1923*), reported, 5.

## SUPPLY BILL :—

Message from Governor, 136; Standing Orders suspended, 136; House in Committee, Resolution agreed to, ordered (*Sir Arthur Cocks*), founded on Resolution of Ways and Means (No. 2), Bill presented and read 1<sup>o</sup>, read 2<sup>o</sup>, committed, reported without amendment, Report adopted, read 3<sup>o</sup> and sent to Council, 136-7; returned without amendment, 140; assent reported, 153.

## SYDNEY COLLIERIES, LIMITED, ENABLING BILL :—

Messages from Governor, 96, 98; Motion made (*Mr J. C. L. Fitzpatrick*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 118; read 2<sup>o</sup> and committed, 122; reported with amendments, Report adopted 141, read 3<sup>o</sup> and sent to Council, 144; returned with an amendment, 169; Council's amendment agreed to, 181; assent reported, 187.

## SYDNEY CORPORATION (AMENDMENT) BILL :—

Message from Governor, 19; Motion made (*Mr. Bavin*, on behalf of *Mr. Oates*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 84; read 2<sup>o</sup> and committed, 86; reported with amendments, Report adopted, 90; Motion made for 3<sup>o</sup>, and amendment to recommit *negatived*, read 3<sup>o</sup> and sent to Council, 91-2; returned with amendments, 104; Council's amendments agreed to, 113; assent reported, 121.

## SYDNEY CORPORATION (FURTHER AMENDMENT) BILL :—

Motion made (*Mr. Bavin*) for leave to bring in, 232; presented and read 1<sup>o</sup>, 237; Motion made for 2<sup>o</sup> *Point of Order*, That the Bill was the same in substance and the same in fact as a Bill already passed this session and therefore could not be proceeded with, overruled by Mr. Deputy-Speaker, read 2<sup>o</sup> and committed, reported without amendment, Report adopted, 248-9; read 3<sup>o</sup> and sent to Council, 258-9.

## SYDNEY (THE) CRICKET GROUND ENABLING BILL :—

Message from Governor, 215; Motion made (*Mr. Wearne*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 217; Motion made for 2<sup>o</sup>, and debate adjourned, 224.

## SYDNEY MEAT-PRESERVING COMPANY (LIMITED) AMENDMENT BILL (See also under "PAPERS") :

Received from Legislative Council, together with copy of Report from Select Committee, and on motion of (*Lieut. Colonel Rutledge*), read 1<sup>o</sup>, 171; read 2<sup>o</sup>, and committed, 178; Order of the Day postponed, 180, 184, 212. Standing Orders suspended as a matter of urgency to consider at a Friday sitting; House in Committee, 253; Order of the Day postponed, 272, 285; House in Committee, 300.



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REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—26TH PARLIAMENT—FOURTH SESSION.

## B

## BILLS (continued) :—

## PROCEEDINGS ON (continued) :—

SYDNEY WATER SUPPLY AMPLIFICATION BILL :—  
Assent to (*Session* 1923), reported 2.

TAREE WATER SUPPLY BILL :—  
Motion made (*Mr. Ball*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 276; Message from Governor, 283; read 2<sup>o</sup> and committed, reported without amendment, Report adopted, read 3<sup>o</sup> and sent to Council, 290; returned without amendment, 299.

TEMPE TO EAST HILLS RAILWAY BILL :—  
Motion made (*Mr. Ball*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 276; Message from Governor, 282; read 2<sup>o</sup> and committed, reported without amendment, Report adopted, read 3<sup>o</sup> and sent to Council, 239; returned without amendment, 299.

TENANTS RELIEF AND PROTECTION BILL :—  
Motion made (*Mr. Ley*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 33.

THOMAS TAYLOR TRUST ESTATE BILL :—  
Assent to (*Session* 1923), reported, 6.

TODMAN AVENUE TRAMWAY BILL :—  
Motion made (*Mr. Ball*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 276; Message from Governor, 283; read 2<sup>o</sup> and committed, reported without amendment, Report adopted, read 3<sup>o</sup> and sent to Council, 290; returned without amendment, 299.

TRUSTEE BILL :—  
Received from Legislative Council, and on motion (*Mr. Ley*) read 1<sup>o</sup>, 170.

TRUSTEES OF PUBLIC RESERVES ENABLING BILL :—  
Message from Governor, 35; Motion made (*Mr. Wearne*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 37; read 2<sup>o</sup> and committed, 68; House in Committee, reported with amendments, Report adopted, 72; Motion made for 3<sup>o</sup>, and amendment (*Mr. Davidson*) to recommit *negatively*, read 3<sup>o</sup> and sent to Council, 75-6; returned without amendment, 122; assent reported, 139.

UNEMPLOYED WORKERS INSURANCE BILL :—  
Motion made (*Mr. Keegan*) for leave to bring in, and Debate adjourned, 141; Order of the Day postponed, 158, 167, 207.

UNGARIE TO NARADHAN RAILWAY BILL :—  
Assent to (*Session* 1923), reported, 5.

UNIVERSITY AMENDMENT (VICE-CHANCELLOR) BILL :—  
Received from Legislative Council, and on motion of (*Mr. J. C. L. Fitzpatrick*) read 1<sup>o</sup>, 232; read 2<sup>o</sup> and committed, reported without amendment, Report adopted, 244; read 3<sup>o</sup> and returned to Council, 246; assent reported, 281.

UNIVERSITY AND COLLEGE LANDS AND VICTORIA PARK BILL :—  
Received from Legislative Council and on motion of (*Mr. Bavin*) read 1<sup>o</sup>, 228; read 2<sup>o</sup> and committed, reported without amendment, Report adopted, 244; read 3<sup>o</sup> and returned to Council, 245; assent reported, 281.

URANQUINTY TOWARDS MOON'S SIDING RAILWAY BILL :—  
Assent to (*Session* 1923), reported, 3.

VOLUNTARY WHEAT POOL GUARANTEE BILL :—  
Message from Governor, 227; Motion made (*Captain Chaffey*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 234; read 2<sup>o</sup> and committed, 239; House in Committee, 244; reported with an amendment, Report adopted, 248; read 3<sup>o</sup> and sent to Council, 250; returned without amendment, 276.

WARWICK FARM RAILWAY (AMENDMENT) BILL :—  
Motion made (*Mr. Ball*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 118; read 2<sup>o</sup> and committed, reported without amendment, Report adopted 123; read 3<sup>o</sup> and sent to Council, 130; returned without amendment, 170; assent reported, 177.

WATER (AMENDMENT) BILL :—  
Message from Governor, 20; Motion made (*Cap'tain Chaffey*) for leave to proceed with under 295th Standing Order, 34; read 2<sup>o</sup> and committed, 39; reported with amendments, Report adopted, 48; read 3<sup>o</sup>, and sent to Council, 59; returned with amendments, 83; Council's amendments agreed to, 90; assent reported, 98.

WATER (COSTS DECLARATORY AND FLOOD PREVENTION) BILL :—  
Motion made (*Mr. Ball*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 243; Message from Governor, 243; read 2<sup>o</sup> and committed, reported without amendment, Report adopted, 247; read 3<sup>o</sup> and sent to Council, 251; returned without amendment, 275.

WELLINGTON CATTLE SALE-YARDS DISPOSAL BILL :—  
Motion made (*Mr. Wearne*) for leave to bring in, Bill presented and read 1<sup>o</sup>, 39; read 2<sup>o</sup> and committed, reported without amendment, Report adopted, 63; read 3<sup>o</sup>, and sent to Council, 67; returned without amendment, 85; assent reported, 97.

WHEAT (See "VOLUNTARY WHEAT POOL GUARANTEE BILL.")

WOLLONGONG SEWERAGE BILL :—  
Assent to (*Session* 1923), reported, 2.

WORKMEN'S COMPENSATION (LEAD POISONING—BROKEN HILL) AMENDMENT BILL :—  
Received from Legislative Council, and on motion of (*Mr. Bavin*) read 1<sup>o</sup>, 193; read 2<sup>o</sup> and committed, reported without amendment, Report adopted, 199; read 3<sup>o</sup>, and returned to Council, 202-3; assent reported, 212.

WYALONG TOWARDS CONDOBOLIN RAILWAY BILL :—  
Assent to (*Session* 1923), reported, 5.

BLACK ROD (See "USHER OF THE BLACK ROD").

BREAD (See "ADJOURNMENT").



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REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—25TH PARLIAMENT—FOURTH SESSION.

B

- BROKEN HILL (See "IMMIGRATION").
- BROKEN HILL PROPRIETARY COMPANY (See "ADJOURNMENT").
- BULL PLAIN (See "PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS").
- BURKE, FRANK, ESQUIRE, M.L.A. (See "MEMBERS").
- BUSINESS (See also "STANDING ORDERS") :—  
 Ordered to take precedence of other Business, 86.  
 Precedence of (*Sessional Order*), passed, 29.  
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- 112. " Water (Costs Declaratory and Flood Prevention) Bill, 243.
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- 128. „ University and College Lands and Victoria Park Bill, 281.
- 129. Recommending Queanbeyan Water Supply Bill, 282.
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- MINISTERIAL STATEMENT:—  
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## RETIREMENT MR. F. WALSH:—

Announced, ordered that Mr. Speaker's remarks in reference to be entered in the Votes and Proceedings, 7-8.

## PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS:—

## ERECTION OF A PUBLIC HOSPITAL AT MANLY:—

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## POSTPONEMENTS (See "BUSINESS"; also "ORDERS OF THE DAY").

## POWER, HON. J. M., M.L.C. (See "FEDERAL").

## PREMIER :—

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## PRINTING COMMITTEE (See "COMMITTEES").

## PRISONS :—

## APPOINTMENT OF ASSISTANT COMPTROLLER-GENERAL :—

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## PROCLAMATIONS :—

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RO FORMA BILL—LAW OF EVIDENCE BILL (See "BILLS").

## PUBLIC SERVICE :—

## COMPENSATION PAYMENTS TO RETRENCHED PUBLIC SERVANTS :—

Motion made (*Mr. Lazzarini*) under the 49th Standing Order for adjournment of the House to discuss the unfair treatment in regard to, negatived, 86.

## PURCELL, MR. M. (See "SYDNEY HARBOUR TRUST").

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## QUINN, MR. J. J. (See "PARLIAMENTARY LIBRARIAN").

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## R

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## CONDUCT AND ADMINISTRATION OF PONY :—

Motion made (*Mr. O'Halloran*) for Select Committee, 48 ; Report, 85.

Motion made (*Mr. O'Halloran*) without Notice, as a matter of urgency, to consider Notice of Motion on Notice Paper, for adoption of report, negatived, 165, 285.

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## RAILWAYS (See also "PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS") :—

## CITY RAILWAY—FORTY-FOUR HOUR WEEK FOR TUNNEL-WORKERS :—

Motion made (*Mr. Murphy*) under the 49th Standing Order for adjournment of the House to discuss the action of the Government in depriving tunnel-workers of the, and the North Sydney Construction Works, of the forty-four hour week, and negatived, 62.

## CLAIMS OF MR. GEORGE H. DINGLE :—

Motion made (*Mr. Walker*) for Select Committee, agreed to, 79 ; Report, 224 ; Motion made (*Mr. Walker*) for adoption of Report and agreed to, 293.

## SLEEPERS AND OTHER TIMBER SUPPLIES FROM THE WYONG-DORA CREEK DISTRICTS :—

Motion made (*Mr. O'Hearn*) under the 49th Standing Order for the adjournment of the House to discuss the action of the Railway Commissioners in refusing to take, and negatived, 201.

## RAND (See "PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS").

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## SATURDAY HALF-HOLIDAY ACT, 1910 :—

## EXTENSION OF PROVISIONS OF, TO ORANGE DISTRICT :

Motion made (*Mr. Bruntnell*) that House agrees to Resolutions, and agreed to, message transmitting to council, 216 ; message from Council, agreeing to Resolutions 229.

## AVERNAKE (See "PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS").



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SEAMEN'S UNION (See "ADMINISTRATION OF JUSTICE").

SELECT COMMITTEES (See "COMMITTEES").

SENATE (See "FEDERAL").

SERJEANT-AT-ARMS (See "MEMBERS").

SESSIONAL ORDERS (see also "STANDING ORDERS") :—

Passed, 29<sup>(8)</sup>, 30<sup>(2)</sup>.

Precedence of Business, 29.

Do do on Tuesdays, 100.

BUSINESS DAYS AND HOUR OF MEETING (*Sessional Order*) :—

Motion made (*Mr. Oukss, on behalf of Sir George Fuller*), That unless otherwise ordered, this House shall meet for despatch of business at Four o'clock p.m. on Tuesdays, Wednesdays, and Thursdays in each week, and amendment (*Mr. Birt*) to leave out the word "Four" and insert the word "Two" instead thereof—negatived, Sessional Order passed, 29.

ADDITIONAL SITTING DAY (*Friday*) :—

Motion made (*Sir George Fuller*), That during the remainder of the Session, unless otherwise ordered, this House shall meet, for the despatch of business, at 2 o'clock p.m., on Friday in each week, and Government Business only shall be dealt with, and debate adjourned, 228; Debate resumed, amendment (*Mr. Bulkeley*) for Day Sitings negatived, motion agreed to, 234.

SHIPPING (See also "ADMINISTRATION OF JUSTICE") :—

LABOUR BUREAU :—

Motion made (*Mr. McTiernan*), under the 49th Standing Order, for the adjournment of the House to discuss the necessity for the Government to take action to abolish and negatived, 216.

SIMPSON, W. G. G. (See "CAPITAL PUNISHMENT").

SLEEPERS (See "RAILWAYS").

SOLDIERS (See "LOYALISTS").

SOUTH AFRICAN WAR CASUALTIES RELIEF FUND (See "NATIONAL RELIEF FUND ACT, 1914—ADDITION TO SCHEDULE").

SOUTH COAST (See "ADJOURNMENT").

SPEAKER :—

Announced receipt during recess, and read to the House a letter from the Lieutenant-Governor, intimating the Resolution adopted by the House last session in reference to the "Granting of Titles," had been laid before the King, 8.

Announces retirement of Mr. F. Walsh as Parliamentary Librarian, and makes remarks in reference to, 7-8.

Announces appointment of Mr. J. J. Quinn as Parliamentary Librarian, 8.

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Lays papers on Table, 8<sup>(2)</sup>, 77, 193, 295.

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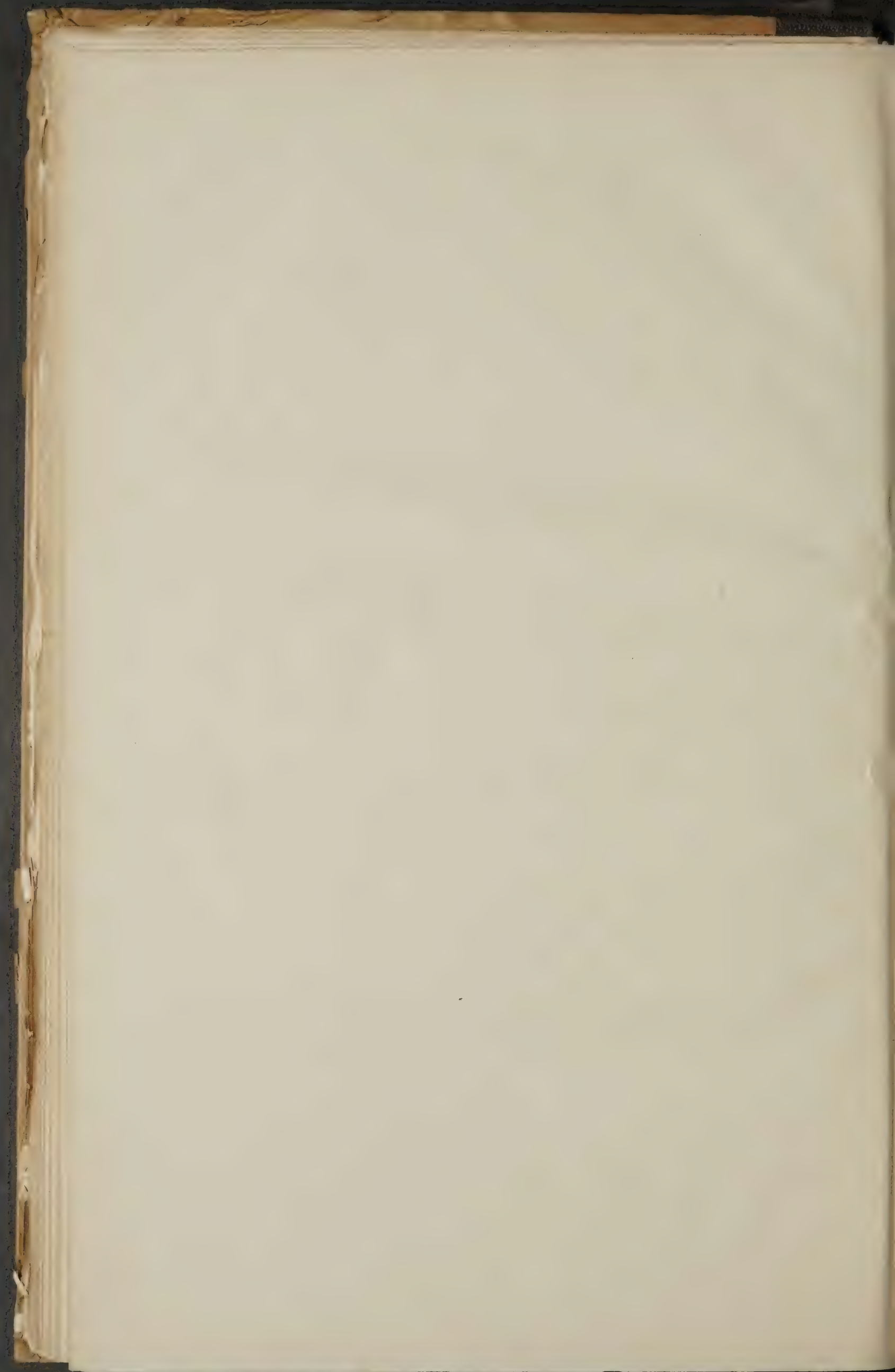
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LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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New South Wales Government Railways and Tramways.

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REPORT  
OF  
THE COMMISSIONERS

FOR THE YEAR ENDED

30 JUNE, 1924.

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*Printed under No. 9 Report from Printing Committee, 11 September, 1924.*

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1924.

## NEW SOUTH WALES.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND  
TRAMWAYS.REPORT OF THE COMMISSIONERS FOR THE YEAR ENDED  
30 JUNE, 1924.

Office of the Railway Commissioners for New South Wales,

Sydney, 2nd September, 1924.

TO THE HONORABLE THE MINISTER FOR RAILWAYS.

SIR,

In accordance with the provisions of section 40 of the Government Railways Act of 1912, as amended by the Government Railways (Amendment) Act of 1916, and as subsequently amended, we have the honor to submit, for the information of Parliament, our report upon the working of the Railways and Tramways for the year ended 30th June, 1924.

The financial results, compared with the previous year, are as follow :—

## Year ended 30th June.

	1924.			1923.		
	Railways.	Tramways.	Total.	Railways.	Tramways.	Total.
	£	£	£	£	£	£
EARNINGS ... ..	15,616,577	3,633,916	19,250,493	15,221,333	3,598,114	18,819,447
WORKING EXPENSES ...	10,917,491	3,091,531	14,009,022	10,649,974	3,092,306	13,742,280
Balance—Net Earnings paid to credit of Consolidated Revenue	4,699,086	542,385	5,241,471	4,571,359	505,808	5,077,167

The Net Earnings show a return on the total Capital invested of—

	£	s.	d.	
Railways ... ..	5	2	7	per cent.
Tramways ... ..	5	4	8	„ „
Combined ... ..	£5	2	10	per cent.

This result it is felt will be generally appreciated, more especially when it is stated that during the year the equipment and permanent way have been fully and efficiently maintained, railway rates and fares reduced, tramway revenue curtailed by reason of the withdrawal on the 11th February, 1923, of the additional 1d. fare on Sundays, Christmas Day, and Good Friday, and wages increased by the Board of Trade's determination in September last. These latter factors adversely affected the net revenue, in comparison with the previous year, to the extent of—Railways, £272,000, and Tramways, £107,000.

It should be pointed out also that in consequence of the unceasing attention given to the question of transportation charges, railway and tramway users have been granted substantial concessions during several past years. There have been no increases in the general incidence of freights and fares since November, 1920; on the contrary, a considerable number of freight reductions, mainly designed to assist both primary and secondary industries, have been allowed. Passenger fares have also been reduced in favour of a large number of the travelling public.

These successive reductions have meant an accumulated relief at the rate of no less a sum than £700,000 per annum, and caused a loss of revenue in the year under review of £571,000. In other words, had freights and fares not been reduced this sum would have been taken from the railway and tramway users during that period for the same amount of service.

After deducting from the net earnings interest charges on the interest bearing capital invested, calculated at the average rate of interest paid on the whole of the State debt, which amounts to:—

Railways ... ..	£4,693,417
Tramways ... ..	532,187

£5,225,604

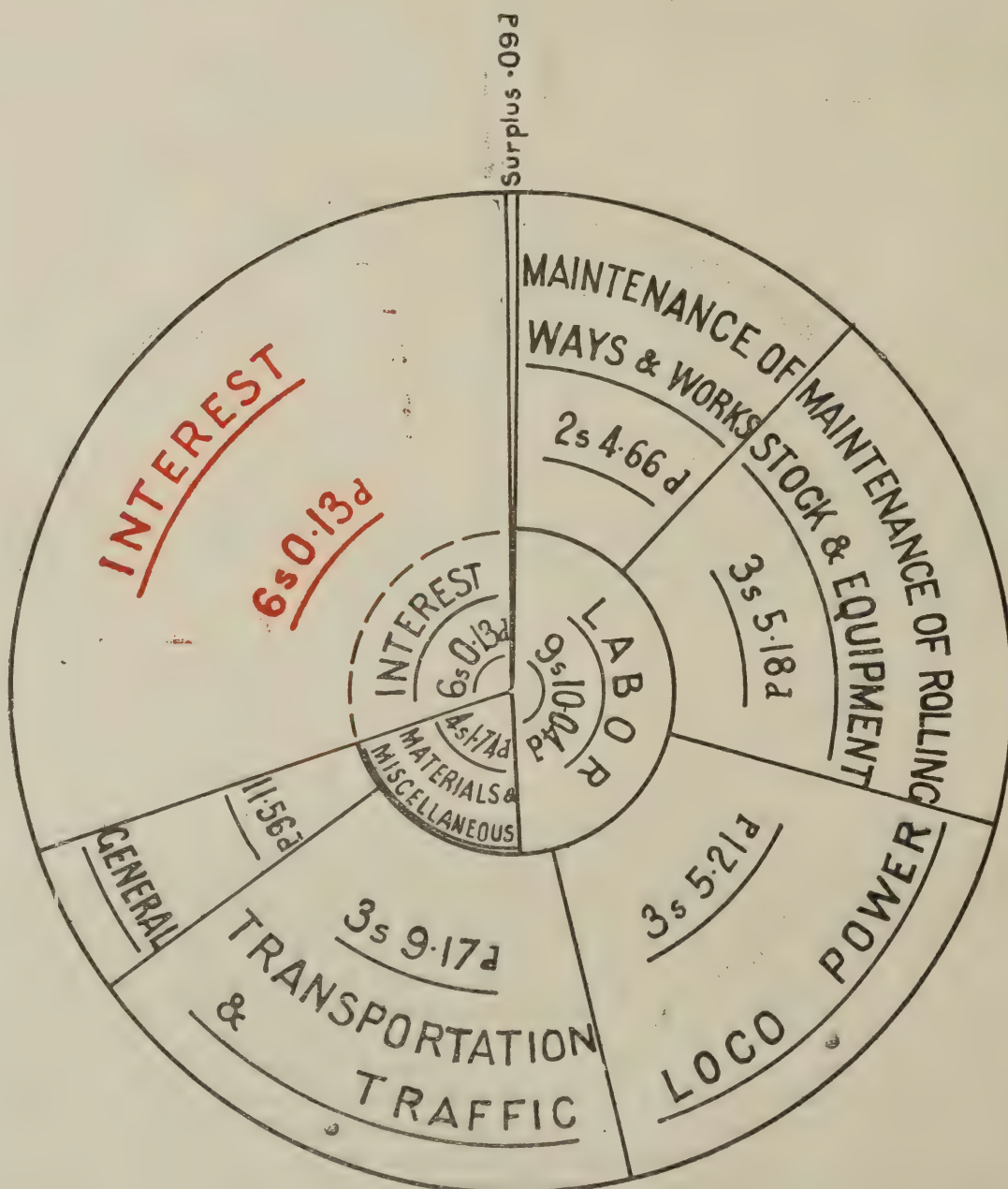
the net results of the working for the year were:—

Railways ... ..	surplus	£5,669
Tramways ... ..	surplus	10,198

Total surplus ... .. £15,867

As compared with the preceding year the total increases in the interest bill were:—Railways, £206,114; Tramways, £31,913.

The appended diagram illustrates, on a £1 unit basis (the circle being drawn to represent a sovereign), how the railway earnings are disposed of. It will be seen that out of every twenty shillings earned six have to be utilised to meet interest charges. The smaller circle indicates the proportions of railway revenue exhausted in paying salaries and wages (labour), interest, and all other costs (materials and miscellaneous).



RAILWAYS.



## RAILWAYS.

During the year the following extensions were opened for traffic, viz. :—

				Date Opened, 1923.	Miles.	Chains.
Coonabarabran to Gwabegar	...	...	...	...10th Sept.	59	6 $\frac{3}{4}$
Tarana to Oberon	...	...	...	... 3rd Oct.	15	7
Binnaway to Werris Creek	...	...	...	...29th Oct.	91	52 $\frac{3}{4}$
Macksville to Urunga	...	...	...	... 3rd Dec.	17	20
Gilmore to Kunama	...	...	...	...17th Dec.	21	44 $\frac{3}{4}$

The number of miles of line open for traffic on the 30th June, 1924, was 5,522 $\frac{3}{4}$ . (See Appendix XIV.)

The expenditure charged to Capital Account during the year was £4,078,296. (See Appendix XIII.)

The total capital expenditure on lines open for traffic on the 30th June, 1924, was £93,355,167. (See Appendix VIII.)

The gross earnings have increased from £15,221,333 to £15,616,577, a gain of £395,244, or 2·60 per cent. over last year.

The increases and decreases from the various sources of earnings as compared with the previous year are as follow :—

			EARNINGS.		TONNAGE.	
			Increase.	Decrease.	Increase.	Decrease.
	1924.	1923.	£	£	Tons.	Tons.
Passengers, No. ...	128,101,184	123,714,639	72,286	.....	.....	.....
Parcels, &c. ....			31,249	.....	.....	.....
Refreshment Rooms .....			45,765	.....	.....	.....
General Merchandise .....			.....	33,566	36,566	.....
Wool .....			.....	50,415	.....	12,436
Live Stock .....			.....	215,978	5,716	.....
Hay, Straw and Chaff .....			56,610	.....	37,498	.....
Grain, Flour, &c. ....			245,115	.....	347,758	.....
Coal and Coke.....			184,187	.....	1,354,244	.....
Minerals (other than Coal and Coke).....			41,552	.....	122,471	.....
Miscellaneous .....			18,439	.....	.....	.....
Earnings and Tonnage .....	£		395,244	.....	1,891,817	.....

The increase in the earnings was due to additional business, while, on the other hand, direct losses of revenue to the extent of £181,865 were incurred principally by the transport at reduced rates of store stock and starving stock travelling for feed; carriage of fodder at reduced rates to drought-stricken areas, and the free return to their original pastures of a very large number of stock which had been carried on the forward journey under starving stock conditions.

## TRAIN MILEAGE.

The mileage results are:—Of passenger trains, 11,822,364 miles; of mixed trains, 1,686,997 miles; of goods trains, 10,197,627 miles; the aggregate being 23,706,988 miles, or an increase of 2,013,127 miles as compared with the previous year.

## PASSENGERS CARRIED.

During the year 128,101,184 passengers were carried, as compared with 123,714,639 in the previous year, or an increase of 4,386,545. No passengers were fatally injured by accidents to trains during the year.

## WORKING

## WORKING EXPENDITURE.

The working expenses amounted to £10,917,491, as compared with £10,649,974 last year, an increase of £267,517, and absorbed 69·91 per cent. of the earnings.

The operating ratio is ·06 per cent. lower than in the previous year, notwithstanding the following addition to the working cost beyond the control of the administration and adverse conditions due to the very large business done during the year in the transport of starving stock, which were carried at reduced rates on the forward journey and free carriage, at full working cost to the Department, on returning to their original pastures.

Increased payments in wages and salaries consequent on the determination of the New South Wales Board of Trade, dated 7th September, 1923, given effect to from 30th September, 1923, to certain staff, and from 12th October, 1923, to the remainder of staff, in respect of the basic wage, and <i>pro rata</i> increases to members of the staff already paid at higher rates than the basic wage ... ..	£
Increased payments in wages and salaries under awards of the Commonwealth Court of Conciliation and Arbitration and of the State Court of Industrial Arbitration issued during the year, and awards of the previous year not operative during the whole of that year ... ..	198,500
Automatic increases due to awards of the Commonwealth Court of Conciliation and Arbitration and of the State Court of Industrial Arbitration, and advances in pay approved by the Commissioners to equalise conditions created by awards ...	32,280
	66,184
	296,964
Less :	
Saving due to the restoration of the working week to 48 hours ... ..	201,067
	92,897

## RATES AND FARES.

Reductions in passenger fares and further reductions in goods rates to the extent of £399,000 per annum were made during the year, the estimated loss in revenue in the current year being £179,900. The cumulative annual loss of revenue due to successive reductions in rates and fares since the year 1921, amounts to approximately £700,000.

## TRAFFIC.

The year's work has involved the operation (gross) of :—

Passenger ton miles ... ..	2,169,862,830
Goods ton miles ... ..	3,984,366,661
Total ... ..	6,154,229,491

an increase in the aggregate of 579,988,649 ton miles as compared with last year's working.

The earnings per 1,000 ton miles were :—

	£	s.	d.
Passenger ... ..	3	9	0
Goods ... ..	2	0	9
Combined ... ..	2	10	9

a decrease of 3s. 10d. as compared with the previous year.

## REFRESHMENT ROOMS.

The expenditure in connection with Refreshment Rooms amounted to £456,565 and the receipts to £517,322, showing a surplus of receipts over expenditure of £60,757 for the year. Dealing with the business as a separate undertaking, and allowing for interest on capital invested and other charges, the net profit is £23,069, a decrease of £1,076 as compared with the previous year.



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The following statement shows the earnings and expenses in connection with a number of lines:—

Year ended 31st December.									
Line.	Length.	Capital Cost.	Interest on Capital.	Working Expenses.		Total Earnings.		Loss after providing for Working Expenses and Interest.	
				1923.	1922.	1923.	1922.	1923.	1922.
	mils. ch.	£	£	£	£	£	£	£	£
Clyde to Carlingford...	4 39½	51,853	2,676	13,215	13,181	5,050	6,659	10,841	9,979
Lidcombe to Regent's Park	1 75½	157,770	8,142	8,426	6,646	3,669	3,846	12,899	6,300
Kiama to Nowra	22 59½	417,823	21,536	28,522	27,045	22,714	22,704	27,344	25,264
Goulburn to Crookwell	35 43	183,002	9,444	14,195	21,917	14,182	14,964	9,457	16,168
Joppa Junction to Bombala	189 15½	2,140,948	110,486	125,210	132,944	146,154	123,017	89,542	118,307
Galong to Boorowa	17 68½	141,297	7,292	4,841	5,504	4,389	4,857	7,744	7,784
Demondrille to Blayney	110 47	1,332,236	68,751	176,546	191,096	143,101	135,318	102,196	123,004
Koorawatha to Grenfell	32 23	147,704	7,622	11,673	12,974	13,438	14,324	5,857	6,078
Cowra to Canowindra	23 54½	162,919	8,408	10,057	8,404	13,068	12,469	5,397	4,121
Cootamundra to Tumut	64 76	591,094	30,504	38,352	36,332	38,948	36,166	29,908	30,482
Stockinbingal to Forbes	88 58½	506,309	26,128	34,006	25,689	54,274	49,280	5,800	1,046
Wyalong to Cargelligo	70 36½	317,299	16,375	14,625	15,004	17,602	22,492	13,398	8,808
Temora to Griffith...	93 79	598,807	20,581	49,183	47,038	62,609	68,154	7,155	*739
Wagga to Tumbarumba	80 42	766,128	39,537	20,714	19,377	23,679	20,258	36,572	37,881
The Rock to Oaklands	77 29½	338,996	17,494	40,389	28,309	28,115	27,572	29,759	17,902
Henty to Rand	32 65½	211,557	10,918	7,487	6,923	5,769	5,239	12,636	11,863
Culcairn to Corowa	47 66	283,827	14,647	26,094	26,761	17,522	18,025	23,219	23,040
Culcairn to Holbrook	16 61	89,639	4,626	4,602	4,211	3,622	4,621	5,606	3,971
Narrandera to Hay	107 32½	660,508	34,086	48,198	57,709	50,305	62,861	31,979	28,345
Narrandera to Tocumwal	112 3½	623,755	32,189	42,907	42,253	68,797	76,318	6,299	*2,732
Blacktown to Richmond	16 19½	231,230	12,965	40,712	35,892	40,122	45,667	13,555	3,052
Wallerawang to Coonabarabran	209 28	1,966,130	101,464	158,601	136,849	218,303	201,021	41,762	29,929
Craboon to Coolah	23 59½	148,523	7,665	5,423	6,380	3,648	3,768	9,440	10,029
Condobolin to near Trida	129 40	614,166	31,695	16,795	14,189	21,428	22,521	27,062	22,885
Matakana to Mount Hope	10 32	43,308	2,235	1,014	1,078	827	837	2,422	2,456
Bogan Gate to Tottenham	71 47	304,374	15,708	16,047	13,967	16,319	17,209	15,436	13,191
Tottenham to the Mines	6 32½	19,067	984	208	212	174	58	1,018	1,153
Troy Junction to Merrygoen	59 36	335,300	17,303	14,095	12,395	14,138	14,289	17,260	14,427
Nevertire to Warren	12 49	54,352	2,805	6,129	7,434	3,799	3,638	5,135	6,548
Cobar to C.S.A. Mines	7 11½	32,945	1,700	858	107	6	.....	2,552	1,775
Nyngan to Bourke	126 43½	719,195	37,115	37,745	35,618	48,909	49,336	25,951	22,569
Byrock to Brewarrina	58 15½	176,915	9,130	12,405	14,303	12,143	12,203	9,392	11,057
Tamworth to Wallangarra	211 27½	3,091,727	159,552	391,528	332,983	468,686	383,482	82,394	104,710
Fassifern to Toronto...	2 55	49,441	2,551	6,322	6,789	2,308	2,260	6,565	7,517
Muswellbrook to Merriwa	50 72	343,040	17,703	12,314	10,523	13,082	12,432	16,935	15,620
West Tamworth to Barraba	61 38½	304,074	15,692	21,453	18,078	22,846	21,713	14,299	12,266
Burren Junction to Walgett	55 1½	204,984	10,578	13,456	16,399	16,422	17,379	7,612	9,750
Burren Junction to Pokataroo	42 43	138,448	7,145	9,732	9,314	11,604	10,132	5,273	6,605
Moree to Inverell	95 63½	411,819	21,254	44,597	52,252	49,151	49,006	17,000	25,678
Moree to Mungindi	77 13½	437,208	22,563	21,589	19,954	32,362	26,734	11,790	14,591
West Maitland to Macksville	223 55	3,331,789	171,940	200,965	177,107	288,043	251,532	84,862	92,489
Raleigh to Coff's Harbour	13 23½	267,145	13,786	7,796	5,441	8,401	6,100	13,181	11,475
Glenreagh to South Grafton	27 18	346,071	17,859	15,701	8,694	14,589	9,860	18,971	14,971
Murwillumbah to Grafton	149 9	1,577,454	81,406	137,498	145,223	150,908	153,674	67,996	71,517
Casino to Kyogle	17 71½	107,786	5,562	5,890	7,471	9,121	9,817	2,331	2,940
Menindee to Broken Hill	73 52	462,323	23,859	13,878	14,846	13,648	14,287	24,089	24,003
Tarrawingee Line	39 41	34,217	1,766	5,849	4,456	3,804	3,036	3,811	3,177
	3,103 55½	25,296,002	1,305,427	1,938,133	1,837,271	2,221,798	2,071,135	1,021,762	1,033,248

Year ended 30th June.									
New Lines.	mils. ch.	£	£	1924.	1923.	1924.	1923.	1924.	1923.
Yanco to Griffith	33 53½	207,201	10,693	10,927	10,419	12,217	11,643	9,403	8,285
(Opened 6th March, 1922.)									
Coff's Harbour to Glenreagh	27 64	801,372	41,356	14,893	9,189	16,341	10,577	39,908	37,084
(Opened 17th July, 1922.)									
Canowindra to Eugowra	26 17	221,555	11,433	6,555	4,053	5,480	3,610	12,508	6,371
(Opened 11th December, 1922.)									
Barnedman to Rankin's Springs	71 55½	414,698	21,401	11,522	4,447	9,825	4,277	23,098	11,029
(Opened 8th January, 1923.)									
Westmead to Castle Hill	6 58	114,937	5,931	13,863	6,102	5,181	2,976	14,613	5,433
(Opened 28th January, 1923.)									
Macksville to Raleigh	20 54	469,881	15,678	12,049	576	8,059	267	19,668	1,378
(Urunga to Raleigh opened 19th March, 1923; Macksville to Urunga, opened 3rd December, 1923.)									
Griffith to Hillston	66 56½	308,984	15,945	13,743	507	14,489	639	15,199	483
(Opened 18th June, 1923.)									
Coonabarabran to Gwabegar	59 6½	527,187	21,916	9,447	Not open.	8,149	Not open.	23,214	Not open
(Opened 10th September, 1923.)									
Tarana to Oberon	15 7	175,884	6,808	3,631	"	2,159	"	8,280	"
(Opened 3rd October, 1923.)									
Binnaway to Werri Creek	91 52½	659,517	22,690	23,636	"	37,003	"	9,323	"
(Opened 29th October, 1923.)									
Gilmore to Kunama	21 44½	316,938	8,859	3,348	"	1,359	"	10,846	"
(Opened 17th December, 1923.)									
Total	3,544 44½	29,514,156	1,488,137	2,061,747	1,872,564	2,342,060	2,105,124	1,207,824	1,103,311

\* Profit.

The statement shows that on these lines of an aggregate length of 3,544 miles 44½ chains the capital expended is £29,514,156.

The net earnings amounted to £280,313 against an interest charge of £1,488,137, or a loss on the year's working of £1,207,824.

SIGNALLING



## SIGNALLING, SAFETY APPLIANCES, &amp;c

The outstanding feature of the signalling work carried out during the year has been the installation of the new West Signal-box in Sydney Yard. In connection with this new signal-box, complete track circuit equipment for the protection of point and signal movements has been installed. This form of protection is now in use from Sydney throughout the interlockings in the suburban areas as far as Lidcombe, Rockdale, and Canterbury, thus affording safeguards for the intensive traffic movements within these areas.

Upon the suburban lines generally the automatic signalling system has been extended to Kogarah and Bankstown, and has been installed upon the new line between Enfield and Cabramatta. Automatic signalling has also been installed in connection with the quadruplication of the lines between Cook's River and Rockdale, and between Flemington and Lidcombe.

In the country automatic signalling has been extended from Bowenfels to Wallerawang in connection with the duplication and deviation on this section.

Signalling work has also been carried out during the year on the new extensions from Coonabarabran to Gwabegar, Tarana to Oberon, Macksville to Urunga, Werris Creek to Binnaway, and Gilmore to Kunama.

The interlocking of points not previously interlocked has only made slow progress due to the pressure of other work. The proportion of non-interlocked connections in passenger lines has been reduced during the year from 8.44 per cent. to 7.72 per cent.

Work on the line wires, chiefly in connection with the improvement of the telephone services, has been in hand throughout the system, and telephone instruments of obsolete type have also been replaced by more modern instruments, thus greatly facilitating this means of communication. The work of improving the block working apparatus and its co-ordination with the outdoor signals has also been continued.

## METHOD OF WORKING.

The following are the comparative particulars of the various systems of working in 1924 and 1923:—

	1924.		1923.		Increase.		Decrease.	
	Mls.	chns.	Mls.	chns.	Mls.	chns.	Mls.	chns.
<i>Double Line—</i>								
By automatic or track block system	300	8	274	30	25	58	—	—
By absolute manual block system ...	388	50	391	77	—	—	3	27
By permissive manual block system...	4	60	3	44	1	16	—	—
By telephone ... ..	0	33	0	33	—	—	—	—
Totals ... ..	693	71	670	24	26	74	3	27
<i>Single Line—</i>								
By electric train tablet ... ..	309	67	309	68	—	—	0	1
By electric train staff ... ..	2,339	7	2,136	66	202	21	—	—
By train staff and ticket, with line clear reports ... ..	1,405	25	1,421	60	—	—	16	35
By train staff and ticket, without line clear reports ... ..	735	66	720	63	15	3	—	—
By train staff and one engine only ...	76	15	76	15	—	—	—	—
Totals ... ..	4,866	20	4,665	32	217	24	16	36

The safe working equipment now in use throughout the lines includes 433 signal-boxes, 23,679 lever units, 475 block instruments, 496 electric staff and tablet instruments, 16,372 miles of line wire, 1,132 power-worked points and signals, and 423 automatic signal arms.

## CONDITION OF WAY, WORKS, AND BUILDINGS.

The permanent way, bridges, buildings, fences, and wharves have been efficiently maintained during the year.

Although hampered by a shortage of rails, the full year's programme of renewal of the permanent way was almost carried out.

The length of line wholly or partially renewed by relaying, rerailing, or resleepering, was 301 miles 63 chains; a further length of 541 miles 37 chains has been reballasted, of which 276 miles consisted of metal, sand, and gravel, and 265 miles ashes, making a total of 843 miles 20 chains of line either partially or completely renewed during the year. In carrying out these renewals, 17,209 tons of rails, 723,042 sleepers, and 196,610 cubic yards of ballast were used. With the object of preventing rail creeping and effecting economy in maintenance, a length of 38 miles 53 chains of line has been equipped with rail anchors, 36,840 anchors having been used for this purpose.

The buildings throughout the system have been maintained in good order, and a large number repainted at a cost of £12,100. Additions and improvements, costing £45,300, have been effected and charged in the working expenses of the year.

NEW



## NEW WORKS.

Additional accommodation to provide adequate facilities for dealing with the increase of business has been provided as follows:—

New station buildings and additions and improvements to existing buildings at Sydney, Croydon, Flemington, Arncliffe, Banksia, Wombarra, Mount Drummond, Port Kembla, Cabramatta, Liverpool, Leumeah, Bundanoon, Pendle Hill, Warrimoo, Goulburn, Harden, Junee, Wagga Wagga, The Rock, Gerogery, Temora, Beekom, Yenda, Orange, Trangie, Armatree, Muswellbrook, 104 m. 22 c. North Coast line, Booshang, Billinudgel and Kyogle.

The refreshment-room accommodation has been added to and improved at Sydney, Wollongong, Cooma, Parkes and South Grafton.

Additions and improvements to the rest-house accommodation for the staff have been carried out at Gwabegar, Batlow, Parkes, Werris Creek, and Grafton; new buildings for departmental residences and additions and improvements to existing buildings have been provided at Yerrinbool, Coolah, Henty and Spring Hill.

New buildings for the Railway Institute have been erected at Harden, Temora, Singleton and Murrumbidgee, and additions made to the existing building at Orange.

New trucking yards and additions to existing trucking yards have been erected at Bowral, Pymble, Henty, Bethunga, Tallimba, Condobolin, Farley, Ravensworth, Werris Creek, Wallangarra, Breeza and Walgett.

Additional locomotive accommodation has been provided at Eveleigh, Enfield, Tarana, Eskbank, Mudgee, Hornsby, Goulburn, Temora, Culcairn, Tallimba, Bathurst, Cowra, Canowindra, Parkes, Werrinnya, Broadmeadow and Murwillumbah.

Additions to water supplies have been made at Sydney, Riverstone, Penrith, Binnaway, Temora, Barellan, Mandagery, Kootingal, Armidale and Dingo Creek.

Footbridges and subways have been provided at Hazelbrook and Armidale, overbridges at Menangle viaduct and Hamilton, and underbridges at Tempe (over Cook's River), Minnamurra River, 186 miles 45 chains Coonabarabran line and 62 miles 48 chains Northern line.

Additional siding accommodation has been provided at thirty-seven stations, the more important of the works being at Clyde, Kogarah, Hurstville, Sutherland, Mount Drummond, Punchbowl, Tabmoor, Yerrinbool, Eskbank, Castle Hill, Charbon, Mudgee, Ryde, Hornsby, Hawkesbury River, Temora, Leeton, Trangie, Broadmeadow and Billinudgel.

Weighbridges have been installed at Marulan, Wollongong, Bombo, Buralyang, Langtree, Merriwagga, Corobimilla, Pamandi, Young, Ootha and Kamber, and cranes at Leeton, Garema, Newcastle and Coramba.

A new wharf has been erected at Hawkesbury River.

A level crossing has been provided at 66 miles 30 chains Southern line, and cattle stops at 201 miles 33 chains Molong line and 347 miles 49½ chains Coonamble line.

Electric lighting has been installed in sixteen additional suburban stations and sixteen country stations, and, in addition, a large number of miscellaneous lighting works have been carried out. Improved lighting facilities have also been provided at Eveleigh workshops, and a scheme for a more adequate lighting of the whole of the shops is in hand. A new electric light depot has been built at Sydney Station, and is almost ready for use. The work in connection with the 50-cycle lighting supply at Darling Harbour and Sydney is practically complete. Additional electric lighting equipments have been fitted to railway and steam tramway rolling stock.

The construction of a tunnel for electric transmission cables under Sydney Harbour, from Longnose Point to Greenwich, is practically complete; two special junction houses have still to be provided at each end of the tunnel, as well as some shelving at the curve of the tunnel.

The works at Chullora, comprising the erection of locomotive workshops, signal engineer's depot and electric car shops are making progress. The foundations for the whole of the machines to be erected in the new locomotive shops have been completed with the exception of the pit rivetters. The roof of the northern and southern bays of the boiler shop is practically finished, and that of the middle bay is about five-eighths done. Travelling gantries have been erected in the northern and southern bays. The earthworks in connection with the signal engineer's depot are so advanced that a commencement will, it is expected, shortly be made with the erection of the buildings. Platelaying from Chullora Junction to the site of the depot is practically complete. The excavation for the foundations for the electric car shops is well advanced, and temporary rails have been laid from Chullora Junction to the site for the shops to facilitate the handling of material for concreting.

A new carriage shed is now under construction at the eastern side of Sydney Yard; the renewal of the underbridge at Minnamurra River, remodelling work at Cowra, a new locomotive depot at Eskbank, additional locomotive and traffic accommodation at Broadmeadow, and the construction of a third road between Broadmeadow and Woodville Junction have been completed. The erection of a new island platform and station buildings between Eskbank and Lithgow is well advanced, the brickwork and roofing of the main station building and the overbridge at Banks-street having been completed.

The



The work in connection with the proposed train ferry across the Clarence River has kept pace with the delivery of material. The retaining walls for the approach to South Grafton and the foundation for towers are well in hand. At the Grafton end the earthworks have been completed and the trestling for the approach is nearly finished. Platelaying of sidings is well advanced. The alterations to the s.s. *Swallow*, which will be used as a ferry, will be completed in a few weeks.

To provide for the requirements in connection with the erection of a bridge over Sydney Harbour, extensive re-arrangements were made at the new Milson's Point station, which was brought into use on the 28th of July last.

#### DUPLICATION OF THE LINE.

The duplication and deviation of the section from Middle River to Cox's River has been completed and opened to traffic.

In connection with the duplication between Thirroul and Wollongong, the construction of a goods siding at Bellambi and a footbridge at Wollongong referred to in our last report, have been completed. Work is still proceeding with the construction of an overbridge in lieu of Mount Pleasant crossing.

The quadruplication of the lines from Flemington to Lidcombe made such progress during the year as to permit of the first stage of this work being opened to traffic between Flemington and the double junction, near Lidcombe, on the 16th June last, thus bringing into use the new island platform at Flemington. The erection of new station buildings, overbridge, &c., at Lidcombe and Flemington is making good progress.

Between Lidcombe and Regent's Park the duplication and regrading work is proceeding. The existing track has been lifted to the new grading, the steel underbridges at Bridge-road and Kerr's-road have been completed, and the Vaughan-street underbridge is approaching completion.

The following table gives particulars of duplication and deviation work completed during the year :—

	Date opened.	Mls. chs.
<i>Suburban Line—</i>		
Auburn to Clyde North (third road) ... ..	10th March, 1924 ... ..	1 0 $\frac{1}{2}$
Flemington to Lidcombe (quadruplication) ... ..	16th June, 1924 ... ..	1 23 $\frac{1}{2}$
<i>Illawarra Line—</i>		
Tempe to Rockdale (quadruplication) ... ..	28th October, 1923 ... ..	2 39
<i>Western Line—</i>		
Middle River to Cox's River ... ..	28th October, 1923 ... ..	4 23 $\frac{1}{2}$
<i>Northern Line—</i>		
Broadmeadow to Woodville Junction (third road) ... ..	20th September, 1923 ... ..	1 46 $\frac{3}{4}$
Woodville Junction to Islington Junction (third road) ... ..	2nd March, 1924 ... ..	0 21 $\frac{1}{2}$
Adamstown to Broadmeadow (fourth road) ... ..	10th March, 1924 ... ..	0 65 $\frac{1}{2}$
Total ... ..	... ..	11 60 $\frac{1}{2}$

Following are particulars of duplications and deviations in hand at the close of the year :—

<i>Suburban Line—</i>	Mls. chs.
Lidcombe to Regent's Park ... ..	2 35 $\frac{3}{4}$
<i>Illawarra Line—</i>	
Rockdale to Hurstville ... ..	2 40 $\frac{1}{2}$
Total ... ..	4 76 $\frac{1}{4}$

#### ELECTRIFICATION OF THE RAILWAYS.

The work in connection with the quadruplication and electrification of the railway line between Sydney and National Park has made further progress during the year. A commencement has been made with the construction of a new eastern platform at Redfern; the erection of a bridge over Cook's River at Tempe has been completed; new carriage sheds under construction at Mortdale and Punchbowl are proceeding. The duplication work from Rockdale to Hurstville is progressing; the earthworks and retaining walls are well in hand and the piers and abutments for an overbridge at Hurstville are about three-parts completed.

The extension of the White Bay power-house is in hand; the foundation for the walls of the switch house are about two-thirds completed, and the western wall of the generator house is partly constructed.

Thirteen miles of 11,000-volt cable has been laid between White Bay and Meek's-road; poles and cross-arms for the 33,000-volt transmission line, Meek's-road to Hurstville, have been erected, and the mains are in course of erection. Rotary converters are on order for the Prince Alfred Park, Meek's-road and Hurstville sub-stations, and orders will shortly be placed for those required for the Sutherland and Waterfall sub-stations.

Practically the whole of the masts have been erected for the trial section from Sydenham to Rockdale, and the overhead wiring is proceeding

DEPARTMENTAL.



## DEPARTMENTAL COAL MINE, LITHGOW.

Further progress has been made with developmental work during the year.

The headframe and the concreting of the downcast shaft have been completed; the permanent pumping plant for drainage purposes and the winding and haulage machinery have been installed; the power-house has been erected and equipped with the necessary machinery, and the auxiliary fan in the upcast shaft placed in operation.

Of the surface equipment the additional temporary screen installed to ensure more efficient cleaning of the coal, is now working; good progress is being made with the installation of the downcast winding engine, gantries for full and empty skips, screening plant, &c.

The output of coal, which has proved satisfactory for locomotive and other purposes, totalled 253,975 tons for the year.

## SLEEPERS.

## SLEEPERS AND BALLAST.

The total number of sleepers used for duplications, deviations, and additional sidings, was 81,323, and for renewals and maintenance purposes 723,042, making a total of 804,365 sleepers for the year. Fifty-seven thousand three hundred and forty-nine cubic yards of ballast were also used for duplications, deviations, &c., and 196,610 cubic yards for renewals and maintenance purposes, or a total of 253,959 cubic yards used during the year.

## RAILWAY CONSTRUCTION.

## CITY AND SUBURBAN ELECTRIC RAILWAY.

The construction work on that short section of the City and Suburban electric railway which has been authorized has proceeded satisfactorily during the year.

The work of diverting the water pipes forming the main water supply for Sydney and the Eastern Suburbs to allow of the extension of the Cleveland street bridge having been completed, the construction of the three additional arches to carry the five new railway tracks on the eastern side of the existing lines has been taken in hand and is making good progress.

The open cut excavations for the northern concourse of the Central station, together with the approach ramps on the eastern and western sides are approaching completion, and the concrete footings for the side wall and column bases are well forward. The eastern retaining wall from Central station to Eddy avenue has been completed and the western retaining wall nearly so.

The footpath arches of the Eddy-avenue bridge on both sides of Eddy-avenue have been finished, and will be open to pedestrian traffic when the work of asphaltting and kerbing now being carried out by the City Council is completed. The excavation for the street piers will then be proceeded with. The masonry-faced retaining wall from Eddy-avenue to Hay-street, facing Elizabeth-street, has been completed, and those from Hay-street to Campbell-street are approaching completion. The masonry-faced reinforced concrete arched bridge over Hay-street has been finished. The construction of a bridge at Campbell-street was in abeyance for a time pending negotiations with the City Council for a wider roadway, but the original design having been decided upon, work proceeded and has made good progress. Work in connection with the foundations for the new building for offices at Campbell and Goulburn streets is in hand.

The Darling Harbour reclamation scheme has been pushed forward, and the driving of the tunnel for a new and enlarged circulating water intake for Ultimo power-house has made satisfactory progress. The reclamation scheme necessitated the provision of a new water intake for the Fresh Food and Ice Company's property, leased by the Company, and this work has been completed.

The driving of the twin tunnels under Liverpool-street, towards Goulburn-street, has been pushed forward, and a length of 350 feet completely lined with concrete. Beyond the finished tunnels the brick side and centre walls have proceeded to within about one chain of the starting-point of the special steel flat top construction to be carried forward towards Goulburn-street.

Satisfactory progress has been made with the construction of the Liverpool-street station. The whole of the side walls and the main arch have been completed, and the entrance and exit subways on the eastern side concreted as far as the concourse platform at each end. The exit subways on the north-western side are also nearing completion. Work is in hand of waterproofing the main arch, the laying in of the brick-in-cement protective coating, and the waterproofing of the walls and arches of the subways.

The driving and lining of the tunnels for the Up and Down City east roads, extending from Liverpool-street to St. James' station is now practically finished; the portion of "Cut and Cover" construction between Bathurst and Park-streets has been completed.

With the exception of the excavation for the subways the whole of the excavation for the St. James' station has been finished, a total quantity of 116,000 cubic yards of material having been removed. The concreting of the main side walls with the necessary waterproofing is approaching completion.

The driving of the three tunnels from St. James' station under Macquarie-street has been pushed forward, and the two main tunnels have now reached a point opposite the Sydney Hospital. The special construction at the junction of the Up City east and Eastern Suburbs roads has been completed, and the concrete arch constructed. Excavation work is now proceeding at the crossover from the Up to the Down City east roads. The concreting of the tunnels is proceeding concurrently with the driving.

The twin tunnel under Park-street, for the Eastern Suburbs railway, has been completed on the southern side, and work is proceeding rapidly on the northern side.

The



The need for improved passenger transport within the metropolitan area has been stressed for a great number of years. The saturation point on existing tracks, both rail and tram, has already been reached, and the transport problems of the city and suburbs must become a matter of very grave concern, even if large sums of money are made available without delay. Failing that, the problems will be impossible of efficient and safe solution.

There is to-day world-wide admission that well-designed electric services are more satisfactory for the swift and safe handling of great numbers of passengers than any other yet evolved. The perfecting of those electric tramway services which exist, together with the early completion of the greater railway services designed and commenced, are now matters of the greatest urgency. Suburban areas have been built upon and peopled as a direct result of the construction of railways and tramways, and people when making homes in these areas naturally anticipated that the transport services would be adequately maintained. These services are to-day the best that can be given under existing conditions, but neither from the public nor the Departmental point of view can they be deemed adequate.

#### RAILWAY CONSTRUCTION GENERALLY.

The construction of the following new lines has been proceeded with during the year :—

	mls.	chrs.
Macksville to Urunga (opened to public traffic on 3rd December, 1923) ... ..	17	20
Glenreagh to Dorrigo ... ..	42	76
Regent's Park to Cabramatta ... ..	5	54
Regent's Park to Enfield Marshalling Yards ... ..	3	18
Gilmore to Kunama (opened to public traffic on 17th December, 1923) ... ..	21	44 $\frac{3}{4}$
Tarana to Oberon (opened to public traffic on 3rd October, 1923) ... ..	15	7
Molong to Dubbo ... ..	80	12
Coonabarabran to Burren Junction (opened to public traffic from Coonabarabran to Gwabegar, 59 mls. 6 $\frac{3}{4}$ chrs., on 10th September, 1923) ... ..	95	28
Binnaway to Werris Creek (opened to public traffic on 29th October, 1923) ... ..	91	52 $\frac{3}{4}$
Sydenham to Botany ... ..	5	16
The Rock to Pulletop ... ..	26	10
Roslyn to Taralga ... ..	15	66
Castle Hill to Rogan's Hill ... ..	...	77
Trida to Menindee ... ..	156	1
Richmond to Kurrajong ... ..	7	0

The section from Macksville to Urunga was completed and opened to public traffic on the 3rd December last. With the exception of the bridge over the Clarence River, this completes the North Coast railway, the construction of which commenced at West Maitland in 1908. The extensions from Gilmore to Kunama, Coonabarabran to Gwabegar (part of the extension from Coonabarabran to Burren Junction), Binnaway to Werris Creek, and Tarana to Oberon have also been completed and opened to public traffic during the year.

The work on the line from Glenreagh to Dorrigo is progressing; the rails are laid to within 4 miles of Dorrigo.

Work is approaching completion on the line from Regent's Park to Cabramatta, and also on the fork connecting the Regent's Park to Enfield marshalling sidings with the Regent's Park to Cabramatta lines.

The large steel bridge over the Macquarie river, near Dubbo, and the steel bridge over the Little river, near Arthurville, have been completed on the extension from Molong to Dubbo. Plate laying has been finished from Molong to within 5 miles of Dubbo, and the erection of the station buildings is now in hand.

Between Sydenham and Botany work is proceeding slowly owing to delay in delivery of steel material. Bridges have been erected over the old Botany-road, Shea's creek, Unwin's Bridge road and the stormwater channel at Marrickville, and the work of erection of a bridge over Botany-road is being proceeded with. The earthworks are now in hand, and have proceeded to near the crossing of the main Illawarra railway line, where preparations are being made for the erection of a 120 feet steel bridge.

On the section from The Rock to Pulletop, plate-laying is about one-half done, and work has proceeded slowly on the earthworks and waterways. Between Roslyn and Taralga the earthworks and waterways are in hand, but no plate-laying has yet been done.

Owing to delays in obtaining possession of the necessary land and final determination of the route to be traversed, the work on the Richmond to Kurrajong extension has not advanced as far as expected; good progress has, however, been made with the earthworks, and the rails have been laid through the town of Richmond. Work between Castle Hill and Rogan's Hill has recently been commenced; the earthworks are practically completed and plate-laying will shortly be taken in hand.

Construction work on the line from Trida to Menindee, which was suspended on the 21st December, 1918, was resumed in March of this year. Plate-laying has been completed for a length of 15 miles.

The permanent staking of the proposed railway lines from Booyong to Ballina, and Castle Hill to Rogan's Hill has been completed; similar work is now in hand from Kyogle to Richmond Gap and Uranquinty towards Moon's siding.

Preliminary trial surveys are in progress from Grafton to Killarney, Cooma to Adaminaby and Cooma to Dalgety. Trial surveys have also been completed from Morpeth to Port Stephens, Stroud Road to Port Stephens, Casino to Bonalbo, Cassilis to Leadville, Tempe to Salt Pan Creek, Salt Pan Creek to East Hills, North Sydney to Manly, and Fairfield to Prospect.

Explorations were made during the year of routes from Maryvale to Gulbong, Casino to Bonalbo, and Grafton to Killarney.

ROLLING-STOCK



## ANNUAL REPORT OF THE COMMISSIONERS.

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## ROLLING-STOCK.

New rolling-stock has been provided as under :—

	Additions to stock—	Renewals—	Remarks.
<i>Locomotives.—</i>			
“NN” class passenger tender engines .....	4	...	Built in Railway workshops. Built by local contractors.
“K” do goods do .....	30	...	
<i>Coaching Stock—</i>	34	...	
Sleeping cars .....	3	...	} Built in Railway workshops.
Rail motor vehicles .....	4	...	
<i>Goods and Departmental Stock.—</i>	7	...	
Four-wheeled open “U” waggons .....	372	...	} Built by local contractors.
Bogie louvered vans .....	21	...	
Gas vans .....	2	2	Built in Railway workshops.
	395	2	

The cost of additional rolling-stock charged to capital was £557,703, as compared with £605,074 in the previous year, and the amount debited to working expenses on account of replacements, renewals, and repairs of rolling-stock was £2,669,207, as compared with £2,662,209 for the previous year.

## REPAIRS OF ROLLING-STOCK.

The rolling-stock generally has been maintained in good working order during the year.

## LOCOMOTIVES.

The following engines were rebuilt in the workshops (74 at Eveleigh and 10 at Honeysuckle) and fitted with new boilers :—

- 34 Passenger tender engines.
- 9 Passenger tank engines.
- 34 Goods tender engines (including 1 engine on the duplicate stock).
- 7 Goods tank engines.

84

One hundred and one new locomotive boilers were constructed in the Eveleigh shops. Three Hawthorne and Leslie cranes of 7-ton capacity were imported and assembled in the same shops. One tramway motor was rebuilt at Honeysuckle workshops.

One thousand and sixty-six engines, including 20 tramway motors, have had general repairs during the year, 505 at Eveleigh workshops, 68 engines and 20 motors at Honeysuckle shops and the remaining 473 at smaller depôts. Three hundred and eighty engines and 20 tramway motors were heavily repaired, 13 of the engines having been reconstructed and converted to the superheated system; 290 engines underwent medium repairs, and the balance of 376 engines, general repairs of a lighter character.

Five hundred and six locomotive boilers were overhauled at Eveleigh workshops, 63 locomotive boilers and 20 boilers for tramway motors at Honeysuckle shops, and 454 locomotive boilers at smaller depôts, making a total of 1,043 boilers passed through the workshops during the year. Three hundred of the boilers, including 19 for tramway motors, were internally examined, heavily repaired, refilled with tubes, and returned to locomotives, 248 of them being dealt with at Eveleigh, 47 at Honeysuckle, and 5 at smaller depôts.

Thirty goods engines of the “K” class were delivered by the Clyde Engineering Company Limited on account of their contract for 75. Eight “T” class boilers were also delivered by the same company, as part of their contract for 10 boilers.

Four passenger tender engines of the “NN” class were built in the Eveleigh workshops.

## COACHING STOCK.

Four thousand five hundred and eighty-one carriages were generally repaired during the year, 3,639 at Eveleigh, 8 at Clyde, 2 at Enfield, and 932 at the Honeysuckle workshops; 234 of the vehicles were heavily repaired.

Four rail motors and 3 “TAM” type sleeping cars were constructed in the Eveleigh workshops.

## GOODS STOCK.

Forty-four thousand and ninety-four wagons and vans passed through the workshops, of which one was rebuilt, and 2,295 were heavily repaired. Fourteen thousand five hundred and seventy-six received attention at Clyde repair siding, 6,829 at Enfield, 2,112 at Flemington, 13,738 at White Bay, 1,070 at Eveleigh workshops, and 5,769 at Honeysuckle. Twenty-seven “U” wagons were fitted with tanks to carry water.

Fifty-eight goods stock vehicles were heavily repaired by contractors, Messrs. Ritchie Bros. Limited, and Tulloch's Limited.

Three



Three hundred and seventy-two "U" wagons and 21 bogie louvered vans were delivered by contractors, and 2 gas vehicles were constructed in the Eveleigh workshops as additional capital stock; 2 gas trucks as replacements of condemned vehicles were also constructed in the Eveleigh workshops.

#### REPAIRS OF PLANT AND EQUIPMENT GENERALLY.

Sixty-three stationary boilers were overhauled and 46 of them received heavy repairs. One new boiler and 2 repaired locomotive boilers were fitted to the existing plant as replacements, one at Waterfall, one at blacksmith's shop, Eveleigh, and one at the rolling mill furnace, Clyde repair siding; four new boilers were fitted to additional plant, one to Ruston Hornsby steam navvy, 2 to washout plant, Broadmeadow, and 1 in round house, Lithgow.

Oil engines were fitted to pumping plants at Gwabegar and Nambucca Heads.

#### OTHER ADDITIONS AND IMPROVEMENTS.

Additional machinery and plant have been installed as follow :—

##### EVELEIGH WORKSHOPS.

*Locomotive Shops*.—Two trolleys for transporting boilers, 2 portable facing machines for boiler seatings, 4 1-ton jib cranes in foundry, 2 35-ton four motor overhead travelling cranes, 1 electrically driven planing machine 8 ft. x 4 ft. x 4 ft., 1 "Landis" 4-in. bolt threading machine, file-cutting equipment, 1 guillotine plate-shearing machine, 1 "Buda" electric truck and battery beard, 1 portable cylinder boring machine with air-motor drive, 2 steam chest boring machines with air-motor drive, dust removing plant in tool-room, 1 portable cylinder valve seat facing machine with air-motor drive, 1 portable firebox seating facing machine with air-motor drive, 1 No. 3 Wadsworth core box-making machine, and 2 Wadsworth jar jam roll-over lifting core machines, small jib crane over Pridmore moulding machine, stairs and crane in pattern shop, sand blast equipment, 2 Hawthorne Leslie tank engines and cranes combined, improved tool posts to 42 lathes, 1 portable crank axle turning machine with air-motor drive, 1 hydraulic press machine with pump, 1 "Tabor" 30-inch power roll-over draft moulding machine, 1 drop testing machine with hydraulic hoist for testing axles, ground traverser for large erecting shop, 1 5-ton electrically driven overhead travelling crane, 1 66-inch heavy duty wheel lathe and 40 h.p. and 7½ h.p. motors, 2 motor generator equipments for electrical welding, 2 machines for cutting burrs from articles made at Ajax forging machine.

*Carriage and Wagon Shops*.—One electric hoist and runway, dust removing plant, 1 4-foot vertical boring and turning mill, and 1 motor generator equipment for electrical welding.

##### EVELEIGH LABORATORY.

One 20-inch Vanguard drilling machine, one double-ended heavy-type emery grinder with extended spindle, one No. 1 "Sterling" hack saw, one No. 0 back-geared power-feed "Steptoe" horizontal milling machine, shafting, belting, pulleys, &c., for driving machinery, one "Denham" gap bed lathe, one "Elverson" type Oscilloscope for testing high speed engines.

##### CLYDE REPAIR SIDING.

Furnaces and tanks for the 1½-inch Ajax forging machine, 1-inch water service to eight smiths fires, and two furnaces, one "Phoenix" electric lifting magnet and turbine generator fitted to Harmon steam crane, one automatic cross-cut saw-bench, type MMM No. 1 size, one 4-foot vertical boring and turning mill, one electric welding machine, one 5-cwt. steam hammer, and one punching and shearing machine.

##### HONEYSUCKLE WORKSHOPS.

Fourteen "Dilo" locomotive wheel-weighing machines, one "Pearn Richards" No. 2 horizontal combined surfacing, boring, milling, drilling and tapping machine, two 6¼-inch centre screw-cutting self-acting, sliding and surfacing lathes, one quartering machine for dealing with wheels up to 7 feet 6 inches diameter, one tyre boring and turning machine, one 10-inch centre 9-foot gap bed high-speed, self acting sliding, surfacing and screw-cutting lathe, one 12¼-inch sliding, surfacing and screw-cutting lathe, one 4-ton petrol lorry, and one Hawthorne Leslie tank engine and crane combined.

##### GENERAL.

Gassing facilities at new horse dock, Alexandria; oxy-welding plants at Thirroul, Picton, Cowra Cootamundra, Valley Heights, Lithgow, Parkes, Wellington and Hornsby; one portable boiler seating facing machine with air motor drive, one 1½-ton Morris truck (electric battery) and Lamson pneumatic tube system at running shed, Enfield; Lamson pneumatic tube system and one air compressor at running shed, Eveleigh; one portable boiler seating facing machine with air motor drive at Goulburn, Bathurst and Lismore; one air-compressor at South Goulburn; one "Gardner" air-compressor, one 15 horse-power motor and one 7½ horse-power motor, one "Headstrom" shaping machine at Temora; one 8½-inch centre gap bed lathe at Lithgow; one 8½-cwt. steam hammer at Bathurst; and one punch and shearing machine at Broadmeadow.

Additions and improvements to the locomotive water supplies have been made at Sydney, Enfield, Goulburn, Fish River, Temora, Batlow, Penrith, Mt. Victoria, Lithgow, Wallerawang, Gwabegar, Newnes Junction, Euabalong, Molong, Taree, Glenreagh, Caroon, Binnaway, Kootingal, Armidale and Burringbar.

##### STORES BRANCH.

The value of the stock of stores at the 30th June, 1924, as per certificate of Comptroller of Stores (see page 23), was £1,614,186 15s. 3d., inclusive of £139,977 5s. 5d. for tramways, being a decrease of £81,389 19s. 10d., as compared with the value of the stock on the 30th June, 1923.

#### RESULTS.



## ANNUAL REPORT OF THE COMMISSIONERS.

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RESULTS OF THE WORKING.  
RAILWAYS.

YEAR ended 30th June, 1924, compared with 1923, 1907, and 1888.

PARTICULARS.	Year ended 30th June.			
	1924.	1923.	1907.	1888.
Amount expended on construction and equipment ...	*£93,355,167	£89,276,871	£44,700,230	£27,722,748
Cost per mile open for traffic (including Workshops, Rolling Stock, &c.) ... ..	£16,904	£16,788	£12,946	£13,114
Total miles open for traffic ... ..	5,522 $\frac{3}{4}$	5,317 $\frac{3}{4}$	3,452 $\frac{3}{4}$	2,114
Average miles open for the year ... ..	5,460 $\frac{1}{4}$	5,196 $\frac{3}{4}$	3,427 $\frac{1}{2}$	2,044
Earnings ... ..	£15,616,577	£15,221,333	£4,709,406	£2,295,124
Working Expenses ... ..	£10,917,491	£10,649,974	£2,499,741	£1,530,551
<b>BALANCE</b> ... .. (After paying Working Expenses.)	<b>£4,699,086</b>	<b>£4,571,359</b>	<b>£2,209,665</b>	<b>£764,573</b>
<b>PERCENTAGE OF PROFIT TO CAPITAL INVESTED</b> ... ..	£ s. d. 5 2 7	£ s. d. 5 4 4	£ s. d. 4 19 2	£ s. d. 2 17 0
<b>PERCENTAGE OF WORKING EXPENSES TO EARNINGS</b> ... ..	<b>69'91</b>	<b>69'97</b>	<b>53'08</b>	<b>66'69</b>
Earnings per average mile open ... ..	£2,860	£2,929	£1,374	£1,123
Working expenses per average mile open ... ..	£1,999	£2,049	£729	£749
<b>RETURN PER AVERAGE MILE OPEN</b> .. (After paying Working Expenses.)	<b>£861</b>	<b>£880</b>	<b>£645</b>	<b>£374</b>
Earnings per train mile ... ..	s. d. 13 2	s. d. 14 0 $\frac{1}{2}$	s. d. 7 3 $\frac{1}{4}$	s. d. 6 10 $\frac{1}{4}$
Working expenses per train mile ... ..	9 2 $\frac{1}{2}$	9 9 $\frac{3}{4}$	3 10 $\frac{1}{4}$	4 6 $\frac{3}{4}$
<b>RETURN PER TRAIN MILE</b> ... .. (After paying Working Expenses.)	<b>3 11<math>\frac{1}{2}</math></b>	<b>4 2<math>\frac{3}{4}</math></b>	<b>3 5</b>	<b>2 3<math>\frac{1}{2}</math></b>
Number of passenger journeys ... ..	128,101,184	123,714,639	41,413,084	15,174,115
Goods tonnage ... ..	6,448,572	5,916,715	2,872,388	1,226,525
Coal and Coke tonnage ... ..	8,501,944	7,147,700	5,670,463	2,105,146
Live-stock tonnage ... ..	742,611	736,895	250,981	68,101
Passenger train miles -Suburban ... ..	4,842,023	4,574,790	1,858,683	} Particulars not available.
Do do Country ... ..	6,980,341	6,631,273	3,266,481	
Mixed train miles ... ..	1,686,997	1,699,275	1,589,218	
Goods do ... ..	10,197,627	8,738,523	6,234,686	
Total Train miles... ..	23,706,988	21,693,861	12,949,068	6,689,313

\* Of this sum £659,930 was paid from the Consolidated Revenue and no interest is payable thereon.

RETURN

## NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN showing Mileage per Ton and Earnings per Ton per Mile of Goods Traffic carried during the following years :—

	COAL, COKE, AND SHALE.					FIREWOOD.				
	December.		June.			December.		June.		
	1883.	1891.	1907.	1923.	1924.	1883.	1891.	1907.	1923.	1924.
Tons carried .....	1,596,408	2,673,378	5,348,643	6,920,536	8,324,473	160,662	176,790	238,963	185,815	160,316
Miles carried.....	25,863,800	46,882,655	115,260,967	215,736,932	255,252,839	4,349,344	4,734,019	6,273,598	5,693,250	5,838,678
Average miles per ton.	15·88	17·53	21·55	31·17	30·66	27·07	26·77	26·25	30·64	30·67
Gross Earnings... £	125,730	215,133	400,730	1,182,307	1,367,329	£2,617	26,129	26,210	39,885	40,839
Earnings per ton per mile.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
	1'19	1'10	'83	1'32	1'29	1'25	1'32	1'00	1'68	1'68

	GRAIN AND FLOUR.					HAY, STRAW, AND CHAFF.				
	December.		June.			December.		June.		
	1883.	1891.	1907.	1923.	1924.	1883.	1891.	1907.	1923.	1924.
Tons carried .....	65,736	198,491	569,302	827,775	1,175,533	35,119	64,967	174,142	484,980	522,478
Miles carried.....	7,756,369	22,130,334	137,776,777	181,211,831	230,217,134	2,712,396	10,024,149	35,205,182	134,198,818	164,347,817
Average miles per ton.	117·99	111·49	242·01	218·91	238·37	77·23	154·29	202·16	276·71	314·55
Gross Earnings... £	31,671	78,062	267,111	501,996	747,111	14,666	25,211	69,885	397,922	454,532
Earnings per ton per mile.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
	'99	'85	'47	'66	'64	1'29	'60	'48	'71	'66

	WOOL.					LIVE STOCK.				
	December.		June.			December.		June.		
	1883.	1891.	1907.	1923.	1924.	1883.	1891.	1907.	1923.	1924.
Tons carried .....	63,887	111,797	131,292	124,033	111,537	68,059	128,211	250,981	736,895	742,611
Miles carried.....	15,184,040	30,282,222	37,483,103	37,579,539	34,126,495	13,224,154	34,650,831	66,060,315	180,139,832	191,713,888
Average miles per ton.	237·67	270·86	285·49	305·40	305·80	194·30	270·26	263·21	244·46	258·16
Gross Earnings... £	156,763	342,100	348,454	541,997	491,583	154,960	274,071	473,355	1,462,727	1,246,749
Earnings per ton per mile.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
	2'48	2'71	2'23	3'43	3'46	2'81	1'90	1'72	1'95	1'56

General Merchandise, including all other goods.										
	December.		June.							
	1883.	1891.	1907.	1923.	1924.					
Tons carried .....	682,067	1,008,599	1,758,689	4,287,466	4,448,618					
Miles carried .....	67,991,304	92,037,454	166,648,834	411,377,719	460,892,857					
Average miles per ton .....	99·68	91·30	94·76	95·95	103·50					
Gross Earnings..... £	734,323	866,394	1,503,884	3,634,954	3,627,934					
Earnings per ton per mile.....	d.	d.	d.	d.	d.					
	2'59	2'26	1'88	2'12	1'89					



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## Summary of Ton Mileage for the Year ended 30th June, 1924.

Description.	Total Tons Carried.	Total Ton Miles Carried.	Average Miles per Ton.	Earnings.	Earnings per Ton Mile.	Percentage of each Class to Total Weight.
	tons.	miles.	miles.	£	d.	per cent.
Coal, Coke, and Shale ...	8,324,479	255,252,839	30·66	1,367,329	1·29	53·65
Minerals (other than Coal, Coke, and Shale, and Crude Ores).	1,305,490	88,570,132	67·84	284,362	·77	8·41
Crude Ores ...	202,841	23,868,133	117·67	73,723	·74	1·31
Miscellaneous ...	1,604,499	169,270,728	105·50	818,808	1·16	10·34
Firewood...	190,346	5,838,678	30·67	40,839	1·68	1·23
Fruit ...	141,115	37,292,943	264·27	213,439	1·37	·91
Grain, Flour, &c. (Up Journey)...	1,175,533	280,217,134	238·37	747,111	·64	7·58
Hay, Straw and Chaff ...	522,478	164,347,817	314·55	454,532	·66	3·37
Frozen and Fresh Meat...	98,589	4,220,616	42·81	43,262	2·46	·63
A Class ...	409,170	42,568,679	104·04	386,193	2·18	2·64
B „ ...	310,792	39,080,697	125·75	480,197	2·95	2·00
C „ ...	54,322	5,893,099	108·48	107,570	4·38	·35
1st „ ...	146,965	21,854,021	148·70	461,208	5·06	·95
2nd „ ...	174,835	28,273,809	161·72	759,172	6·44	1·13
Wool ...	111,597	34,126,495	305·80	491,583	3·46	·72
Live Stock ...	742,611	191,713,888	258·16	1,246,749	1·56	4·78
Total ...	15,515,662	1,392,389,708	89·74	7,976,077	1·37	100·00

REMARKS.—This statement does not include 177,465 tons of coal, &c., on which only shunting and haulage charges are collected, nor does it include £150,030 for haulage, tonnage dues, &c.

## Summary of the Mileage of Suburban Passengers on All Lines during the Year ended 30th June, 1924

Description.	First Class.	Second Class.	Total.
Number of Ordinary Passengers ..... No.	4,800,665	40,562,251	45,362,916
Number of Season Ticket Holders' Journeys ..... „	8,233,860	25,260,300	33,494,160
Number of Workmen's Journeys ..... „	.....	38,499,240	38,499,240
Total Number of Passenger Journeys ..... „	13,034,525	104,321,791	117,356,316
Number of Miles Travelled ..... Miles	103,126,161	775,781,020	878,907,181
Average Mileage per Passenger ..... „	7·91	7·44	7·49
Amount Received from Passengers..... £	355,806	1,946,271	2,302,077
Average Receipts per Passenger per Mile..... d.	·83	·60	·63

Suburban Lines include distances within 34 miles of Sydney and Newcastle, including Richmond Line.

## Summary of the Mileage of Country Passengers on All Lines during the Year ended 30th June, 1924.

Description.	First Class.	Second Class.	Total.
Number of Ordinary Passengers ..... No.	1,105,147	5,598,980	6,704,127
Number of Season Ticket Holders' Journeys ..... „	1,358,580	1,796,129	3,154,709
Number of Workmen's Journeys ..... „	.....	886,032	886,032
Total Number of Passenger Journeys ..... „	2,463,727	8,281,141	10,744,868
Number of Miles Travelled ..... Miles	339,825,485	502,428,202	842,253,687
Average Mileage per Passenger ..... „	137·93	60·67	78·39
Amount Received from Passengers ..... £	1,612,183	2,162,728	3,774,911
Average receipt per Passenger per Mile ..... d.	1·14	1·63	1·08



## TRAMWAYS.

During the year the following extensions were opened to traffic, viz.:

Date opened.	Mls. Chs.	Track.
20th November, 1923—Connection between Chatswood and Mosman Lines at Falcon and Mil'ers streets ... ..	— 5	Double.
3rd December, „ —Tudor-street to Ivy-street, Newcastle, via Maitland-road ... ..	— 43	„
17th „ „ —Scott-street to Crown-street, Newcastle, via Telford and Hunter streets ... ..	— 49	„
„ „ „ —Military road to Bradley's Head road via King Max street ... ..	— 10 $\frac{1}{4}$	„
22nd January, 1924—Lilyfield (Piper-street to Brennan-street)...	— 7 $\frac{1}{2}$	„
18th February, „ —Undercliffe to Earlwood ... ..	1 19 $\frac{1}{4}$	Single.

The number of miles of line open for traffic on the 30th June, 1924, was 227 $\frac{3}{4}$ . (See Appendix XXVIII.)

The expenditure charged to Capital Account during the year was £783,927. (See Appendix XXX.)

The total capital expenditure on lines open to traffic on 30th June, 1924, was £10,758,958. (See Appendix XXIX.)

The total earnings amounted to £3,633,916 as compared with £3,598,114 last year, being an increase of £35,802 or 1 per cent.

The working expenses amounted to £3,091,531 as compared with £3,092,306 in the previous year, or a decrease of £775, and are equal to 85.07 per cent. of the earnings.

Although the operating ratio in the current year is .87 per cent. less than the previous year the following charges beyond the control of the Administration, were added to the working costs:—

Increased payments in wages and salaries consequent on the determination of the New South Wales Board of Trade, dated 7th September 1923, given effect to from 30th September, 1923, to certain staff and from 12th October 1923 to the remainder of Staff, in respect of the basic wage, and pro rata increases to members of the staff already paid at higher rates than the basic wage ... ..	£ 28,500
Increased payments in wages and salaries under awards of the Commonwealth Court of Conciliation and Arbitration and of the State Court of Industrial Arbitration issued during the year, and awards of the previous year not operative during the whole of that year ... ..	107,543
Automatic increases due to awards of the Commonwealth Court of Conciliation and Arbitration and of the State Court of Industrial Arbitration and advances in pay approved by the Commissioners to equalise conditions created by awards...	15,682
<i>Less:</i>	151,725
Saving due to the restoration of the working week to 48 hours ... ..	100,304
	£51,421

## TRAMWAY FARES.

The withdrawal of the additional fare of 1d. from the 11th February, 1923, on each ticket issued on Sundays, Xmas day and Good Friday caused a further loss of revenue, as compared with the previous year, of £56,000.

## ACCOMMODATION FOR TRAFFIC AND CONDITION OF THE LINES AND ROLLING-STOCK.

The permanent way, buildings, rolling-stock, machinery and plant have been maintained in good working condition.

A length of 13 miles 27 chains of track has been relaid, 1 mile 43 chains duplicated, and a number of curves renewed. To facilitate traffic a connection has been put in between Long siding, Moore Park, and the main Coogee line and several cross-overs constructed at various places.

The work of reconstruction of Botany-road has been undertaken in conjunction with the Botany-road Trust and good progress made with the work so far as it affects alterations to levels within the tramway area between Boundary-street and Wilson-street, a length of 4 miles 40 chains. The work of concreting and woodpaving the Council's area in Botany-road, between Cleveland-street and Boundary-street, which is being carried out by the Department, is now proceeding. Alterations have also been made to the level of the track to accord with new road construction carried out by the local Councils at North Sydney, Willoughby, Longueville and Watson's Bay.

During the year 75,618 tons of metal were used in the maintenance of tramway tracks, and 114,947 square yards of wood paved track and 271,385 square yards of macadamised track were top-dressed with tar, making a total area of 386,332 square yards so dealt with.

Twenty-six miles of corrugated rails were treated by the Woods-Gilbert rail grinding machine, and a mile and a half of corrugated rails were treated by the Celerity and Reciprocating grinding machines.

The work of electrically building up crossings and rails *in situ* has been successfully carried on, 2,579 crossings having been built up at an average cost of 16s. 10d. each, and 53,275 feet of rails built up at an average cost of 2s. 1d. per foot. As the value of a standard crossing is £40, it will be seen that a large saving in maintenance has been effected by the building-up process.

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## ANNUAL REPORT OF THE COMMISSIONERS.

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The Sandberg *in situ* process of rail hardening has been brought into operation with a view to lengthening the life of the rails; the tracks in George, Pitt, and Castlereagh streets have already been treated, while the tracks in Newtown-road are now being done. It is anticipated that the life of the rails will be considerably extended by this process.

Further extensions have been made with the use of power appliances in permanent way construction work by the addition of four electrical hoists, one electrically driven jib crane, and five electrically driven batch concrete mixers. The plant has also been increased by the addition of three steam lorries, the provision of which has permitted of more expeditious handling of materials.

At the Tar distillery, Woolli Creek depôt, 128,902 gallons of tar were treated, producing 81,594 gallons of distilled tar and 22,494 gallons of pitch; in addition 23,665 gallons of tar oils have been extracted and the following by-products manufactured:—

Fluid disinfectant	...	...	...	...	...	...	...	17,874 gallons.
Rail paint	...	...	...	...	...	...	...	2,273 „
Wood preserving oil	...	...	...	...	...	...	...	2,953 „
Enamel paints	...	...	...	...	...	...	...	5,378 „

Owing to the restricted supply of crude tar, the Tar Still worked much below its full capacity, and as a consequence the output was considerably decreased. The estimated saving in the year by the manufacture of the by-products as compared with current market rates amounted to £1,600.

The overbridge at Randwick racecourse has been extended and additional barriers and facilities provided for the speedy handling of the racecourse traffic. The structural work of the Ultimo switch-house is nearly complete. Two waiting sheds, a meal room, and a room to be used for Institute purposes at Fort Macquarie have been erected; improvements have been made to several buildings used for Institute purposes, and a number of other buildings, including car sheds, waiting sheds, meal rooms, starters' boxes, sub-stations, &c., have been painted or renovated.

## NEWCASTLE ELECTRIFICATION.

In connection with the electrification of the Newcastle tramways, the deviation of and other necessary work on the Mayfield line has been completed and the line opened for electric traction on 17th December. A new sub-station has been provided at Hunter street and the two 1,000 k.w. rotary converters remote controlled from the Zarra-street power-house will be in operation shortly. One 1,000 k.w. rotary converter has been installed at Hamilton sub-station, a similar one at Zarra-street power-house, and a large storage battery at Carrington sub-station. The first extension of the car shed covering three tracks and paint shop has been practically finished, and the second extension covering six tracks and repair shop is well in hand. Good progress has been made on the extension of the workshops and traverser track, as well as with the erection of offices for the Electrical branch; a drivers' instruction room has also been provided. Wood-blocking of the track in Scott-street, from Watt-street to Brown-street, was also undertaken and completed during the year.

## ROLLING-STOCK.

One hundred and fifty-three new P type cars have been constructed and put into service; 25 were completely built in the Randwick workshops, and 128 built by contract. The latter were electrically equipped at the Randwick workshops.

Eighteen L type cars have been converted at Randwick to LP type for service at Newcastle, and 1 new steam motor, charged to Working Expenses, manufactured at Randwick and put into service.

Five hundred and seven electric cars and 303 electric car trucks were overhauled and generally repaired, of which 337 of the cars were repainted. One thousand five hundred and thirty-one armatures were rewound, and 3,788 received minor repairs.

Sixty-one steam motors received a general overhaul in the Randwick workshops, 136 have received repairs of a less extensive character, and 40 were either repainted or varnished. Sixty-two steam cars have been overhauled and repainted or varnished, and 17 road motor vehicles have been overhauled, of which 8 were repainted or varnished.

## RANDWICK WORKSHOPS.

Further additions have been made in the number of dies for drop forgings and pressed steel-work as well as fixtures, jigs, gauges, and tools. Several of the existing machines have been improved and modernised.

Additional machinery and equipment have been installed, as follow:—Lumsden No. 1 oscillating tool grinder, Gray's sheet-metal cutter, exhaust fan, double spindle drilling machine, cable stripping machine, and two portable spray lacquering machines.

## POWER-HOUSES.

The building for the new switch-house at Ultimo to accommodate the whole of the high-tension switchgear for this power-house, is nearing completion; a large amount of switchgear has been delivered, and will be erected in the course of next year. Owing to the filling up of Darling Harbour by the spoil from the City railway, new circulating water conduits—the work on which is about one-half finished—are being provided. The construction of an 18,750 k.w. 6,600-volt 25-cycle turbo alternator for White Bay by local contract has made satisfactory progress, and a commencement has been made with the assembling of the plant at the power-house. The construction of a second similar unit, also by local contract, is now in hand. Eight water-tube boilers supplied by contract for the units are being erected at the power-house, together with coal and ash-conveying plant. The extension of the White Bay power-house is well in hand, and the main buildings have been erected to the roof principals level. Two 22,000 k.w. 11,000-volt 50-cycle turbo alternators for White Bay are in course of manufacture, and a commencement has been made to assemble the first machine in the power-house.

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The extension of the turbine room at the Zarra-street power-house has been completed and an additional 7,500 k.w. 11,000-volt 50-cycle turbo alternator has been erected and will be shortly put into service. Work on the extension of the power-house building is proceeding satisfactorily.

The electric output from White Bay and Ultimo power-houses for the year was 154,447,350 kilowatt-hours, comprising 75,546,390 kilowatt-hours at Ultimo and 78,900,960 kilowatt-hours at White Bay. Of the current generated at Ultimo, 63,828,839 kilowatt-hours was the output of the 6,600-volt 25-cycle plant, 11,641,770 of the 50-cycle plant, and 75,781 kilowatt-hours of the direct current plant.

The energy supplied to the City Council was 20,108,233 kilowatt-hours, including 3,172,983 kilowatt-hours from the 50-cycle plant at Ultimo. This shows an increase on last year's supply of 7,378,304 kilowatt-hours.

Energy from the 11,000-volt 50-cycle supply has again considerably increased, being 8,364,939 kilowatt-hours as compared with 3,022,877 kilowatt-hours for the previous year. Supply of current to the Bankstown Municipality commenced during the year.

The output of the Zarra-street power-house aggregated 28,969,176 kilowatt-hours, as compared with 23,694,149 kilowatt-hours in the previous year. Of the total power generated for the year 22,985,696 kilowatt-hours were supplied to outside bodies as follows:—Newcastle City Council 19,353,908 kilowatt-hours, Government Dockyard, Walsh Island, 1,562,350 kilowatt-hours, West Maitland Municipal Council 552,691 kilowatt-hours, Tarro Shire Council 53,769 kilowatt-hours, Singleton Municipal Council 222,270 kilowatt-hours, Broken Hill Proprietary Company, Limited, 912,045 kilowatt-hours, and Newcastle Coal Company, Greta, 328,663 kilowatt-hours, the balance 5,983,480 kilowatt-hours being used for the requirements of the Department.

#### SUB-STATIONS.

The new sub-station at Rose Bay, referred to in our last report, has been completed and brought into service. A new sub-station at Forest Lodge is in course of erection and will shortly be brought into operation; a sub-station at Chullora and switch-house at Rozelle were constructed during the year; a small temporary sub-station has been installed at Meek's road, a large storage battery put into service at Mosman, and additional transformer plant installed at Central sub-station and White Bay steel works.

Narrabeen sub-station has been converted to the remote control system, and Ryde sub-station will be automatically controlled at an early date; including these the number of smaller sub-stations under remote control will be eight.

#### OVERHEAD CONSTRUCTION AND FEEDER SYSTEM.

In the Metropolitan and Newcastle areas the overhead systems generally have been efficiently maintained during the year. One mile 28 chains of trolley wire has been erected on new lines, and 61 chains on duplication of existing lines; 13 miles 16 chains of trolley wiring have been altered on account of tram tracks having been relaid; 7 miles 60 chains of high tension transmission lines (2,200 volt) have been erected in connection with lighting and signalling at Lidcombe to Regent's Park, Enfield South to Punchbowl, sub-station to boiler shop, Chullora, and from Port Waratah to Hamilton; 6 miles of high tension transmission lines (11,000 volt) have been laid underground at Newcastle; 16 miles 20 chains of high tension cables (2,200 volt) have been laid in wooden boxing on pegs for signalling, Flemington to Granville, Meek's road to Rockdale, Enfield South to Bankstown, Canterbury to Belmore Junction, Newtown to Petersham; 40 chains of high tension cables (6,600 volt) have been laid underground between the transformer house and the Eveleigh foundry; 18 miles 12 chains of low tension overhead cables have been erected, of which a length of 7 miles 52 chains was at Newcastle; 42 chains of low tension cables and 4 miles 10 chains of low tension control cables have been laid underground at Newcastle; 27 miles 27 chains of trolley wire have been renewed.

On the telegraph and telephone system 21 miles of copper wire have been erected, and 10 miles of lead-covered cable have been laid in the Metropolitan district, and 6 miles of lead-covered cable have been laid in the Newcastle district; 84 miles of aerial wire were dismantled and circuits placed in lead-covered cables in the Sydney district; 109 defective poles have been replaced and 200 poles removed from railway lines.

A commencement has been made with the construction of the 33,000-volt transmission line from Hamilton to Cockle Creek for supply of electricity in bulk to consumers in the adjacent districts.

#### TESTING LABORATORY.

The volume and diversity of work performed in the Laboratory has steadily increased during the year.

The new apparatus which has been installed includes sub-standards for the measurement of current, voltage and power. Standard instruments are coming forward for the measurement of resistance, capacity, and inductance, and also a three-element oscillograph.

Insulator testing has become very important, in view of the great development of the Department as a power supplier, and therefore provision is being made for the installation of high-tension testing transformers, with pressures ranging to 300,000 volts.

An extensive series of tests has been made to determine the characteristics of various traction motors supplied to the department, and valuable information has been obtained.

Comprehensive investigations regarding the properties and filtration of transformer oils and of condenser tube corrosion were made and reports prepared.

During the year many important electrical, physical and metallographic investigations have been made for the department and other bodies.

#### TRAMWAY CONSTRUCTION.

The permanent staking of the deviation of the proposed line from Zetland to Rosebery has been completed.

Trial surveys have also been completed for proposed tramway lines from Manly to Castle Rock, and Rockdale to Bexley.

#### RESULTS



## ANNUAL REPORT OF THE COMMISSIONERS.

## RESULTS OF THE WORKING.

## TRAMWAYS—ALL LINES.

Year ended 30th June, 1924, compared with 1923, 1907, and 1888.

PARTICULARS.	Year ended 30 June—			
	1924.	1923.	1907.	1888.
Amount expended on construction and equipment ...	*£10,758,958	£9,975,031	£3,669,524	£877,244
Cost per mile open (including Workshops and Rolling-stock) ... ..	£47,275	£44,352	£28,518	£22,786
Total miles open for traffic ... ..	227½	225	128¾	38½
Average miles open for the year ... ..	226½	227½	127¼	38
Earnings ... ..	£3,633,916	£3,598,114	£908,701	£236,519
Working expenses ... ..	£3,091,531	£3,092,306	£727,947	£219,196
<b>BALANCE</b> (after paying Working Expenses) ...	<b>£542,385</b>	<b>£505,808</b>	<b>£180,754</b>	<b>£17,323</b>
<b>PERCENTAGE OF PROFIT TO CAPITAL INVESTED</b> ... ..	£ s. d. 5 4 8	£ s. d. 5 3 10	£ s. d. 4 18 8	£ s. d. 1 19 7
<b>PERCENTAGE OF WORKING EXPENSES TO EARNINGS</b> ... ..	<b>85'07</b>	<b>85'94</b>	<b>80'11</b>	<b>92'67</b>
Earnings per average mile open ... ..	£16,070	£15,815	£7,141	£6,224
Working expenses per average mile open ... ..	£13,671	£13,592	£5,721	£5,768
<b>RETURN PER AVERAGE MILE OPEN</b> (after paying Working Expenses) ... ..	<b>£2,399</b>	<b>£2,223</b>	<b>£1,420</b>	<b>£456</b>
Earnings per tram mile ... ..	s. d. 2 3	s. d. 2 4¾	s. d. 1 1	s. d. 3 4¾
Working expenses per tram mile ... ..	1 11	2 0¾	0 10½	3 1¾
<b>RETURN PER TRAM MILE</b> (after paying Working Expenses) ... ..	<b>4</b>	<b>4</b>	<b>2½</b>	<b>3</b>
Number of passengers carried ... ..	340,957,725	331,001,822	155,017,982	Not obtainable.
Tram mileage... ..	32,110,054	30,071,022	16,620,434	1,388,786

\*£17,455 of this sum was paid from the Consolidated Revenue, and no interest is payable thereon.

Further information regarding the working of the various sections will be found as an Appendix, pages 54 to 57.

RAILWAYS

## RAILWAYS AND TRAMWAYS.

The total number of staff employed on 30th June, 1924, not including those engaged in the construction of new lines of railway and tramway, was 49,461, and the average number actually at work throughout the year, 47,786—Railways, 37,753; Tramways, 10,033—as compared with 36,282 and 9,788 respectively for the previous year, or a total increase of 1,716 for the year ended on 30th June last. The staff employed on railway and tramway construction works number 2,747.

In consequence of the determination by the New South Wales Board of Trade, dated 7th September, 1923, by which the minimum male adult wage was raised from 13s. 2d. to 13s. 8d. per day, variations of the awards of the State Industrial Arbitration Court were made providing for an increase in the pay of adult male workers of 6d. per day, and *pro rata* increases in the rates of junior employees. The increase in the expenditure on this account is at the rate of £343,250 per annum for all employees engaged on both Capital and Working Expenses accounts, the amount on Working Expenses account being £279,000.

It has to be recorded that for the first time a Federal Award has been made fixing the rates of pay and conditions of a section of the employees. Many years ago an interpretation of the Federal Constitution by the High Court of Australia precluded employees of a State Government from the Commonwealth Court of Conciliation and Arbitration, but some two years ago this decision was reversed by the High Court, and the way was then made open for the Unions to approach the Commonwealth Court of Arbitration. Advantage has been taken of this decision by the Unions, and during the year awards were made by the Federal Court to cover the rates of pay and conditions of employment of the wages staff in the Tramway Traffic branch and in the electrical trades of both services. The net result of these two awards is to increase the expenditure at the rate of £86,970 per annum. Claims are now before the Federal Court on behalf of many other sections of the employees.

The following table shows the successive alterations in the male adult living wage as determined by the State Industrial Arbitration Court, or by the New South Wales Board of Trade:—

	s.	d.
1st January, 1911 ... ..	7	0 per day.
1st January, 1912 ... ..	7	6 „
18th April, 1912 ... ..	8	0 „
1st December, 1915 ... ..	8	9 „
1st September, 1916 ... ..	9	3 „
1st October, 1918 ... ..	10	0 „
8th October, 1919 ... ..	12	10 „
8th October, 1920 ... ..	14	2 „
8th October, 1921 ... ..	15	8 „

(The reduction to 13s. 8d. per day took effect as from 2nd December, 1921, for certain sections of the Service, and at later dates for other sections of the Service.)

	s.	d.
12th May, 1922 ... ..	13	0 per day.

(The first reduction to 13s. per day took effect as from 28th July, 1922, and other reductions were made from various later dates.)

	s.	d.
10th April, 1923 ... ..	13	2 per day.

(Took effect from 18th May, 1923.)

	s.	d.
7th September, 1923... ..	13	8 per day.

(Took effect from 30th September, 1923, for certain sections of the Service, and from 12th October, 1923, for the remaining sections of the Service.)

	s.	d.
7th March, 1924 ... ..	13	8 per day.

RAILWAY



## RAILWAY AND TRAMWAY INSTITUTE.

The membership of the Institute increased to 23,733 during the year; of whom 8,246 are attached to the metropolitan institution, 7,851 to branches at country centres, 3,206 to branches at tramway depots, and 4,430 to sectional libraries established at centres of employment at a distance from headquarters or any of the branch institutes. The expenditure for the year was £48,763, and the revenue from members' subscriptions and other sources amounted to £16,863.

New buildings for institute purposes were erected at Harden, Temora, Singleton, and Murrurundi, and further sectional libraries were opened at South Grafton, Binnaway, Gosford, Trida-Menindee extension, and Zarra-street power-house. There are now forty-four branches and thirty-four sectional libraries.

The number of apprentices being trained at the trades classes and supplementary workshops has continued to increase necessitating additional machinery and equipment being provided. A greater quantity and variety of work has been turned out. The results of the annual examinations show a marked advancement in comparison with the previous year. An electric arc-welding class has been added to that of the oxy-acetylene class, and suitable equipment for practical demonstration has been installed in the supplementary workshops.

Classes in technical and general subjects, conducted by correspondence, have proved of great advantage to employees in isolated country centres; the number of students receiving instruction by this method being 2,348. A matriculation class for students aspiring to a University course has been introduced and is making satisfactory progress. The further facilities for instruction to the staff by means of the locomotive instruction car, and the railway safe-working car, and by a series of moving pictures have been continued with good results.

The library now contains 76,871 volumes, and its usefulness has been extended by the establishment of sectional libraries at a number of offices, stations, construction camps, &c.

## SUGGESTIONS AND INVENTIONS.

The number of suggestions received by the Suggestions, Inventions, and Economies Board during the year was 6,208, as compared with 6,446 of the previous year, a decrease of 238.

Actually an increased number of technical suggestions has been received, the reduced grand total being due to the decreased scope for suggestions relative to the various forms and books used on account of the numerous improvements and economies that have already been introduced.

Of the suggestions received, 853 were adopted, representing an annual saving of approximately £31,700. The total cumulative savings since the inception of the scheme amounts to over £500,000. Of the devices adopted during the year the more important are: A method of welding copper plates; special tools for the manufacture of rail anchors; a cutter for lead-covered cable; an improved type of spiral spring for Morse instruments, &c.; a new type of glazing bar for roofs; the copper-plating of wall and crown stays of locomotives; a device for narrowing the "W" guards of trucks; a device for the manufacture of meat pies for the refreshment room branch; an improved water boiler for refreshment room purposes; a device for bending bus bars, and a method of reconditioning worn triple valves by broaching. Other suggestions adopted have reference to the lay-outs of station yards, additional safe-working appliances, the introduction of safety-guards on machinery, and improvements generally in railway and tramway operation. A satisfactory feature of the suggestions and inventions submitted is the excellence of the sketches and models accompanying same.

## RAILWAY AND TRAMWAY AMBULANCE CORPS.

Sustained interest in ambulance work has been displayed by the staff generally. Instructional classes held at various centres in the metropolitan and country districts were well attended, and a high standard of efficiency in first-aid work well maintained.

Ambulance appliances, which are widely distributed throughout the lines and in the brake vans of through passenger and mixed trains, consist of 652 ambulance boxes, 327 first-aid chests, 20 surgeons' boxes, 2 surgeons' chests, and 720 stretchers.

## "SAFETY FIRST."

The work of educating the staff, the travelling public, and school children in the principle of "Safety First" has continued without abatement. Every effort is made by literary and other means to keep before the employees of the Railway and Tramway services the importance of this movement. Representatives of "Safety First" are to be found in a very large number of centres through the system.

An advisory committee, consisting of representatives from various branches, meets at frequent intervals during the year.

GOVERNMENT

## GOVERNMENT RAILWAYS SUPERANNUATION ACCOUNT.

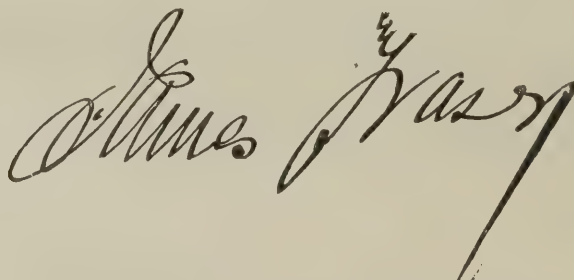
The contributors to the above Account at 30th June, 1924, numbered	...	42,412
Number of employees retired from active service and placed on pension during the year	...	335
Total number of pensioners on Fund at 30th June, 1924	...	2,640
		£ s. d.
Paid in pensions during the year...	...	188,530 18 0
Paid in pensions since inception of Fund on 1st October, 1910	...	1,361,951 13 0
Subsidy from Consolidated Revenue to 30th June, 1924	...	185,850 0 0
Cash Balance at 30th June, 1924	...	1,843 11 6

We desire to place on record our appreciation of the good work done by the staff as a whole, especially by those who have by care, thought and suggestion helped to minimise expenditure and improve the working generally.

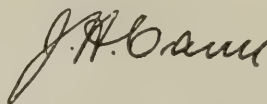
We have the honor to be,

Sir,

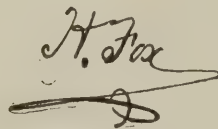
Your most obedient servants,



Chief Railway Commissioner.



Assistant Railway Commissioner.



Assistant Railway Commissioner.



## RAILWAYS.

Chief Mechanical Engineer's Office, Eveleigh,

Sir,

Sydney, 14th July, 1924.

I HAVE to report for the information of the Commissioners, that the rolling-stock, pumping plant, machinery and water supplies of the railways have been maintained in good working order during the year ended 30th June, 1924.

E. E. LUCY,

Chief Mechanical Engineer.

The Secretary to the Railway Commissioners.

Office of Engineer-in-Chief for Existing Lines,

Sir,

Sydney, 23rd July, 1924.

I HEREBY CERTIFY that the permanent way, bridges, buildings, fences, wharves, and other works have been maintained in good order during the past twelve months.

R. L. RANKEN,

Engineer-in-Chief for Existing Lines.

The Secretary to the Railway Commissioners.

Comptroller of Stores Office,

Newtown, 25th July, 1924.

## CERTIFICATE RESPECTING STORES.

I HEREBY CERTIFY that the stock of Stores has been carefully and systematically inspected during the year, and that its value, as shown by the Stores Ledgers at 30th June, 1924, was £1,614,186 15s. 3d. (Railways, £1,474,209 9s. 10d.; Tramways, £139,977 5s. 5d.)

F. C. GARSIDE,

Comptroller of Stores.

The Secretary to the Railway Commissioners.

## TRAMWAYS.

Office of the Chief Electrical Engineer,

Sir,

Sydney, 14th July, 1924.

I CERTIFY that the power-houses, electric plant, tramway rolling-stock, and workshops of the electrical branch of the railways and tramways have been maintained in good working order and repair during the past twelve months.

O. W. BRAIN,

Chief Electrical Engineer.

Office of the Engineer for Tramways,

Sir,

Sydney, 14th July, 1924.

I HAVE to report for the information of the Commissioners, that the permanent way, buildings and other works under my charge, have been maintained in good working condition during the past twelve months.

G. R. COWDERY,

Engineer for Tramways

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# APPENDIX I

## GENERAL Balance-sheet, 30th June, 1924.

	Amount.		Total.			Amount.		Total.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
<b>LIABILITIES.</b>					<b>ASSETS.</b>				
The Government for Capital provided for Railways...	93,665,425	18 4	94,325,355	16 11	Cost of Way, Works, Buildings, and Equipment	75,423,457	13 2	91,667,656	19 11
Contributions from Revenue for Capital purposes	659,929	18 7			Cost of Rolling-stock	16,244,199	6 9		
Special Funds	...	...	190,875	2 8	*Surveys for Railways not constructed	...	...	1,474,209	9 10
Suspense Accounts	...	...	157,587	8 4	Stores and Materials on hand	...	...	1,094,698	17 0
Sundry Creditors	...	...	685,965	6 1	Unexpended Balance of Capital Funds	...	...	714,525	18 0
Surplus	...	...	5,669	11 8½	Balance at Credit of Special Funds	...	...	309,478	18 1
					Sundry Debtors	...	...	99,213	11 2
					Suspense Accounts	...	...	...	...
					Net Earnings for the year after payment of Working Expenses	4,699,086	10 2½	...	...
					† Less—	...	...	...	...
					Interest Charges on lines open	4,693,416	18 6	5,669	11 8½
								£ 95,365,453	5 8½

\* No charge made to the Railway Department under this head.

† Interest is not charged to the Railway Department on cost of lines under construction.

T. J. HARTIGAN,  
Chief Accountant.

APPENDIX II.

WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1924, AND 1923.

DR.

RAILWAYS.

CR.

WORKING EXPENSES.	SEE ABSTRACT.	YEAR ENDED 30TH JUNE.		EARNINGS.	SEE APPENDIX.	YEAR ENDED 30TH JUNE.	
		1924.	1923.			1924.	1923.
		£	s. d.	£	s. d.	£	s. d.
TO MAINTENANCE OF WAY AND WORKS	A	1,865,096 4 11	1,891,232 8 3	BY PASSENGERS	IV	6,076,988 7 6½	6,004,701 7 9
" ROLLING STOCK—				" PARCELS	"	519,549 2 0	495,739 14 5½
" GENERAL SUPERINTENDENCE, ETC.	B	144,067 10 1	133,192 3 0	" HORSES, CARRIAGES, & C.	"	85,513 9 5	77,519 15 3½
" MAINTENANCE OF ROLLING STOCK	C	2,516,098 9 7	2,520,375 5 1	" MAILS	"	115,836 15 11	116,391 16 11
" LOCOMOTIVE POWER	D	2,634,080 16 0	2,529,754 3 10	TOTAL COACHING		6,797,887 14 10½	6,694,352 14 5
" EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES	E	66,415 18 11	64,668 15 9	BY GOODS AND LIVE STOCK	IV	8,096,274 15 3	7,868,769 6 7½
" TRANSPORTATION AND TRAFFIC	F	2,939,236 5 1	2,806,969 18 10	" RENTS AND MISCELLANEOUS	"	205,092 6 5	186,654 6 8½
" REFRESHMENT ROOMS	G	456,564 10 9	411,244 12 3	" REFRESHMENT ROOMS	"	517,322 8 9	471,556 16 11
" GENERAL CHARGES	H	293,531 3 3	290,105 8 6				
" GRATUITIES TO WIDOWS AND CHILDREN OF EMPLOYEES AND PAYMENTS TO STAFF RETIRED	...	399 16 6	441 0 0				
" FIRE INSURANCE FUND	...	2,000 0 0	2,000 0 0				
	£	10,917,490 15 1	10,649,973 15 6				
BALANCE NET EARNINGS	£	4,699,086 10 2½	4,571,359 9 2				
GRAND TOTAL	£	15,616,577 5 3½	15,221,333 4 8	GRAND TOTAL		15,616,577 5 3½	15,221,333 4 8

The Earnings do not include £44,644 value of a portion of the services rendered to State Departments for which no payment is received.

T. J. HARTIGAN,  
Chief Accountant.



## APPENDIX III.

ABSTRACT of WORKING EXPENSES for the years ended 30 June, 1924, and 1923.

	Year ended 30th June—			Year ended 30th June—	
	1924.	1923.		1924.	1923.
<b>A.—MAINTENANCE OF WAY AND WORKS.</b>	£	£	<b>E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.</b>	£	£
Superintendence .....	151,200	145,167		66,416	64,669
Stationery, printing and advertising .....	4,525	4,857			
Stores expenses.....	15,438	12,146			
Maintenance and renewals of the permanent way.....	1,130,985	1,183,914			
Fences, gates, cattle guards, roadways, crossings, signs, etc.....	32,023	33,965	<b>F.—TRANSPORTATION AND TRAFFIC.</b>		
Slips and flood repairs.....	10,106	9,399			
Bridges, culverts and drains .....	52,848	58,626	General superintendence .....	192,273	181,614
Signals and interlocking.....	111,522	124,786	Stationery, printing and advertising .....	64,639	68,140
Telegraph and telephone lines and instruments .....	30,360	41,832	Stores expenses.....	9,217	11,257
Piers and Wharves .....	17,155	2,725	Station yard and signal service—		
Weighbridges, scales, lifting cranes, etc. ....	51,270	57,850	Salaries, wages, etc., of staff.....	1,735,443	1,643,994
Buildings, platforms and fixtures...	101,266	105,658	Fuel and light .....	55,458	56,702
Stock yards .....	5,863	6,721	Uniforms for staff.....	30,318	31,090
Water supply .....	16,503	12,830	Other supplies .....	49,274	49,620
Machinery, tools, and supplies.....	40,179	36,786	Other expenses .....	17,409	18,256
Injuries to employees or others.....	10,995	7,429	Gatekeeping .....	47,078	45,437
Special maintenance and betterments expenditure .....	81,372	45,280	Guards and conductors—		
Other expenses .....	1,486	1,262	Wages and expenses .....	347,229	312,345
Average miles of single track open, including sidings .....			Uniforms .....	8,776	8,515
1924 1923			Cleaning, icing, etc., of carriages...	107,580	100,011
7,283½ 6,977½	1,865,096	1,891,233	Supplies, etc., for carriages .....	29,161	28,803
			Light for carriages .....	21,858	22,033
<b>ROLLING STOCK.</b>			Repairs and renewals of tarpaulins and lashings .....	47,625	64,034
<b>B.—GENERAL SUPERINTENDENCE, ETC.</b>			Operation of grain elevators and grain conveyors .....	5,062	3,211
General superintendence.....	81,561	77,498	Operation of coal shipping plants...	92,088	93,683
Stationery, printing and advertising .....	6,680	7,407	Injuries to persons .....	11,954	10,945
Stores expenses.....	55,827	48,277	Loss and damage to property and goods .....	12,558	11,339
	144,068	133,182	Compensation, personal .....	9,646	3,478
			Other expenses .....	44,590	42,463
<b>C.—MAINTENANCE OF ROLLING STOCK.</b>				2,939,236	2,806,970
Locomotives .....	1,669,301	1,671,400	<b>G.—MISCELLANEOUS OPERATIONS.</b>		
Coaching stock .....	368,515	419,789	Refreshment-rooms service .....	456,565	411,245
Goods stock .....	478,282	429,186			
	2,516,098	2,520,375	<b>H.—GENERAL CHARGES.</b>		
<b>D.—LOCOMOTIVE POWER.</b>			Commissioners' and Secretary's offices .....	24,191	22,199
Superintendence .....	117,075	113,281	Chief Accountant's and Traffic Audit branches.....	76,406	78,004
Running sheds, labour and supplies .....	429,598	423,008	Legal and medical expenses .....	11,706	10,885
Drivers and firemen.....	944,013	863,264	Stationery, printing and advertising .....	6,531	6,209
Coal, wood, and kindlers for locomotives, including handling, inspection, etc.....	950,859	919,793	Sundry other general charges .....	174,697	172,808
Water .....	131,435	149,364		293,531	290,105
Oil, tallow, waste, and other running supplies .....	37,202	40,265	Pensions and gratuities to the staff .....	400	441
Other expenses .....	13,848	12,888	Fire insurance fund.....	2,000	2,000
Injuries to employees or others.....	10,051	7,891		2,400	2,441
	2,634,081	2,529,754	Grand total.....	10,917,491	10,649,974



## APPENDIX IV.

COMPARATIVE Analysis of Earnings and Working Expenses for the years ended 30th June, 1924 and 1923.

Year ended 30th June.									
Particulars.	1924.				1923.				
	Miles				Miles				
	Average Miles Open for Traffic ... 5,460				Average Miles Open for Traffic ... 5,196				
	Train Mileage—				Train Mileage—				
	Passenger—				Passenger—				
	Country	...	...	7,582,540		Country	...	...	7,241,007
	Suburban	...	...	4,852,116		Suburban	...	...	4,581,481
	Goods	...	...	11,322,292		Goods	...	...	9,871,373
				23,706,988					21,693,861
	Journeys or Tonnage.	Earnings.	Per average mile open.	Per train mile.	Journeys or Tonnage.	Earnings.	Per average mile open.	Per train mile.	
EARNINGS.									
COUNTRY.									
First-Class Passengers	Journeys. 1,105,147	£ 1,302,920	£ 242.04	d. 41.51	Journeys. 1,035,761	£ 1,263,716	£ 247.81	d. 42.05	
Second-Class Passengers	5,598,980	1,947,514	361.78	62.05	5,639,578	1,975,203	385.80	65.47	
Season Tickets—									
First-Class	1,358,580	309,263	57.45	9.83	1,298,880	307,775	60.12	10.10	
Second-Class	1,796,129	205,079	38.10	6.51	1,915,533	194,489	37.91	6.45	
Workmen's Weekly Tickets—Second-Class	836,032	10,135	1.88	.32	758,640	8,806	1.72	.29	
Total Country	10,744,868	3,774,911	701.25	120.27	10,697,392	3,754,999	733.44	124.16	
SUBURBAN.									
First-Class Passengers	4,800,665	204,507	786.57	10.12	4,924,441	211,955	837.95	11.10	
Second-Class Passengers	40,562,251	1,170,258	4,500.99	57.89	39,520,694	1,139,494	4,453.03	59.72	
Season Tickets—									
First-Class	8,233,560	151,290	551.92	7.48	8,339,720	159,719	622.34	8.5	
Second-Class	25,260,300	289,511	1,113.50	14.32	24,761,008	297,791	1,163.25	15.60	
Workmen's Weekly Tickets—Second-Class	18,499,240	486,502	1,871.16	24.06	35,466,984	440,651	1,721.30	23.08	
Total Suburban	117,356,316	2,302,077	8,954.14	113.87	113,017,247	2,249,703	8,787.90	117.85	
Total Passenger	128,101,184	6,076,988	1,116.24	117.76	123,714,639	6,004,702	1,159.05	121.90	
Parcels	...	519,549	95.15	10.07	...	495,729	95.38	10.07	
Horses, Carriages, &c.	...	85,514	15.66	1.66	...	77,520	14.72	1.57	
Mails	...	115,897	21.22	2.24	...	116,392	22.40	2.36	
Total Parcels, &c.	...	720,960	132.03	13.97	...	689,651	132.71	14.00	
Total Coaching	...	6,797,888	1,245.00	131.73	...	6,694,353	1,288.21	135.90	
General Merchandise									
Wool	Tons. 4,828,644	4,629,348	847.84	98.13	Tons. 4,406,822	4,361,189	839.23	106.03	
Live Stock	111,597	491,533	90.03	10.42	124,033	541,998	104.30	13.18	
Minerals—	742,611	1,246,749	228.34	26.43	736,895	1,462,727	281.48	35.56	
Coal and Coke and Shale	8,511,944	1,870,509	251.00	29.05	7,147,700	1,186,322	228.29	28.84	
Other than Coal and Coke	1,508,331	338,085	65.58	7.59	1,385,860	316,533	60.91	7.70	
Total Goods	15,693,127	8,006,274	1,482.79	171.62	13,801,310	7,663,769	1,514.21	191.31	
Rents	...	125,009	22.89	2.65	...	111,041	21.37	2.70	
Miscellaneous	...	80,084	14.67	1.70	...	75,613	14.55	1.84	
Total Rents and Miscellaneous	...	205,093	37.53	4.35	...	186,654	35.92	4.54	
Refreshment Rooms	...	517,922	94.75	10.03	...	471,557	90.74	9.57	
Total Earnings	...	15,616,577	2,860.10	158.10	...	15,221,333	2,929.08	168.39	
WORKING EXPENSES.									
WORKING EXPENSES.									
Maintenance of Way and Works	£ 1,865,096	% 11.94	£ 341.58	d. 18.88	£ 1,891,233	% 12.42	£ 363.93	d. 20.92	
Rolling Stock—									
General Superintendence, &c.	144,068	.92	26.39	1.46	133,182	.88	25.63	1.47	
Maintenance of Rolling Stock	2,516,093	16.11	460.81	25.47	2,520,375	16.56	485.00	27.88	
Locomotive Power	2,634,081	16.87	482.42	26.67	2,529,754	16.62	486.80	27.99	
Examination and Lubrication of Coaching and Goods Vehicles	66,416	.43	12.16	.67	64,669	.43	12.44	.72	
Transportation and Traffic	2,939,236	18.82	538.31	29.76	2,806,970	18.44	540.15	31.05	
Refreshment Rooms	456,565	2.93	83.62	4.62	411,245	2.70	79.14	4.55	
General Charges	293,531	1.88	53.76	2.97	290,105	1.91	55.83	3.21	
Gratuities	400	.00	.07	.00	441	.00	.08	.01	
Fire Insurance Fund	2,000	.01	.37	.02	2,000	.01	.38	.02	
Total Working Expenses	10,917,491	69.91	1,999.49	110.52	10,649,974	69.97	2,019.38	117.82	
EXPENDITURE PERCENTAGE TO GROSS EARNINGS.					EXPENDITURE PERCENTAGE TO GROSS EARNINGS.				
69.91					69.97				
Percentage of Working Expenses in each Division.									
Divisions of Expenditure.									
Year ended 30th June.									
1924.									
1923.									
Maintenance of Way and Works	17.08				17.76				
Rolling-stock—General Superintendence, &c.	1.32				1.25				
Maintenance of Rolling-stock	23.05				23.67				
Locomotive Power	24.13				23.75				
Examination and Lubrication of Coaching and Goods Vehicles	.61				.61				
Transportation and Traffic	26.92				26.36				
Refreshment Rooms	4.18				3.86				
General Charges	2.69				2.72				
Gratuities	.00				.00				
Fire Insurance Fund	.02				.02				
				100					100



## APPENDIX V.

STATEMENT showing the number of Passengers, Tonnage of Goods, Earnings, Working Expenses, Train Mileage, Percentage of Working Expenses to Gross Earnings, Net Earnings, Capital spent on Lines open, and Interest on Capital Invested each year, from 1855 to 1924 inclusive.

Year.	Miles of Line.	Number of Passengers.	Tonnage of Goods and Live Stock.	Earnings from Coaching, Rents, &c.	Earnings from Goods and Live Stock Traffic.	Total Earnings.	Working Expenses.	Train Mileage.	Earnings per Train Mile.	Working Expenses per Train Mile.	Percentage of Working Expenses to Gross Earnings.	Earnings, after paying Working Expenses.	Total Capital expended on Lines open.	Percentage of profit to Total Capital Invested.
	Miles.	No.	Tons.	£	£	£	£	No.	d.	d.	%	£	£	%
1855 .....	14	98,846	140	9,093	156	9,249	5,959	14,107	157.34	101.37	64.43	3,290	515,347	.63
1856 .....	23	350,724	2,469	29,526	2,757	32,283	21,788	68,371	113.32	76.48	67.49	10,495	683,217	1.53
1857 .....	40	329,019	20,847	34,970	8,417	43,387	31,337	107,822	96.58	69.75	72.23	12,050	1,023,838	1.17
1858 .....	55	376,492	33,385	45,858	16,451	62,309	43,928	141,495	105.69	74.51	70.50	18,381	1,231,867	1.49
1859 .....	55	425,877	43,020	46,502	15,258	61,760	47,598	147,618	100.41	77.38	77.07	14,162	1,278,416	1.10
1860 .....	70	551,041	55,394	45,428	16,841	62,269	50,427	174,249	83.37	67.52	80.98	11,842	1,422,672	.83
1861 .....	73	595,594	101,130	49,037	25,367	75,004	61,187	214,881	83.77	68.34	81.58	13,817	1,536,032	.89
1862 .....	97	642,431	205,139	62,096	41,775	103,871	68,725	274,565	90.79	60.07	66.16	35,146	1,907,807	1.84
1863 .....	124	627,164	218,535	71,297	52,644	123,941	96,367	315,177	94.38	73.76	78.16	27,074	2,466,950	1.09
1864 .....	143	693,174	379,661	81,487	66,167	147,654	103,715	415,422	85.30	59.92	70.24	43,939	2,631,790	1.66
1865 .....	143	751,587	416,707	92,984	73,048	166,032	108,926	483,446	82.42	54.07	65.60	57,106	2,746,373	2.07
1866 .....	143	668,330	500,937	85,636	82,899	168,535	106,230	490,475	82.49	51.99	63.64	62,395	2,786,094	2.23
1867 .....	204	616,375	517,022	87,564	101,508	189,072	117,324	600,751	82.02	46.87	62.08	71,748	3,282,320	2.18
1868 .....	247	714,563	596,514	99,408	124,951	224,359	144,201	768,529	70.06	45.03	64.29	80,158	4,060,950	1.97
1869 .....	318	759,635	714,113	109,427	155,548	264,975	176,362	893,552	71.17	47.37	66.57	88,613	4,681,329	1.89
1870 .....	339	776,707	766,523	117,854	189,288	307,142	206,003	901,139	81.81	54.86	67.08	101,139	5,566,092	1.81
1871 .....	358	759,062	741,986	129,496	225,826	355,322	197,065	931,333	91.57	50.79	55.46	158,257	5,887,258	2.68
1872 .....	398	753,910	825,360	164,862	260,127	424,989	207,918	1,036,255	98.43	48.15	48.92	217,071	6,388,727	3.39
1873 .....	403	875,602	923,788	178,216	306,020	484,236	238,035	1,109,879	104.71	51.47	49.16	246,201	6,739,918	3.65
1874 .....	403	1,085,501	1,070,938	188,595	347,980	536,575	257,703	1,249,233	103.09	49.51	48.03	278,872	6,844,546	4.07
1875 .....	437	1,288,225	1,171,354	205,941	408,707	614,648	296,174	1,472,204	100.20	48.28	48.18	318,474	7,245,379	4.39
1876 .....	509	1,727,730	1,244,131	233,870	459,355	693,225	339,406	1,688,964	98.50	48.22	48.96	353,819	7,990,601	4.42
1877 .....	598	2,957,144	1,430,041	271,588	544,332	815,920	418,985	2,106,802	92.95	47.73	51.35	396,935	8,883,177	4.46
1878 .....	688	3,705,733	1,625,886	306,308	596,681	902,989	536,988	2,655,176	81.62	48.54	59.47	366,001	9,784,645	3.74
1879 .....	734	4,317,864	1,720,815	319,950	632,416	952,366	604,721	2,932,463	77.94	49.49	63.49	347,645	10,406,495	3.34
1880 .....	849	5,440,138	1,712,971	390,149	770,868	1,161,017	647,719	3,239,462	86.02	47.99	55.79	513,298	11,778,819	4.35
1881 .....	995	6,907,812	2,083,850	488,675	955,551	1,444,226	738,334	3,923,929	88.33	45.16	51.12	705,892	13,301,597	5.30
1882 .....	1,268	8,984,313	2,610,427	587,825	1,111,038	1,698,863	934,635	4,851,157	84.05	46.21	55.02	764,228	15,843,616	5.13
1883 .....	1,320	10,272,037	2,864,566	661,751	1,269,713	1,931,464	1,177,788	5,937,261	78.07	47.61	60.97	753,676	16,905,014	4.48
1884 .....	1,618	11,253,109	3,124,425	745,665	1,340,572	2,086,237	1,301,259	6,403,041	78.19	48.77	62.37	784,978	20,080,138	4.20
1885 .....	1,732	13,506,346	3,273,004	830,904	1,343,464	2,174,368	1,458,153	6,638,399	78.61	52.72	67.06	716,215	21,831,276	3.37
1886 .....	1,889	14,881,604	3,218,582	849,253	1,310,817	2,160,070	1,492,992	6,479,265	80.01	53.30	69.12	667,078	24,071,454	2.90
1887 .....	2,036	14,451,303	3,339,253	850,499	1,376,796	2,208,295	1,457,760	6,472,107	81.88	54.05	66.01	750,535	26,532,122	2.96
1887-88 ..	2,114	15,174,115	3,399,772	918,975	1,376,149	2,295,124	1,530,551	6,689,313	82.34	54.91	66.69	764,573	27,722,748	2.85
1888-89 ..	2,171	16,086,223	3,485,839	1,025,601	1,512,876	2,538,477	1,634,602	7,641,769	79.72	51.34	64.39	903,875	29,839,167	3.14
1889-90 ..	2,182	17,071,945	3,788,950	1,059,791	1,573,295	2,633,086	1,665,835	8,008,826	78.90	49.91	63.26	967,251	30,555,123	3.17
1890-91 ..	2,182	19,037,760	3,802,849	1,177,037	1,797,384	2,974,421	1,831,371	8,410,421	84.88	52.26	61.57	1,143,050	31,768,617	3.59
1891-92 ..	2,185	19,918,916	4,296,713	1,189,231	1,918,065	3,107,296	1,989,252	8,356,096	89.25	57.13	64.02	1,118,044	33,312,608	3.36
1892-93 ..	2,351	19,932,703	3,773,843	1,115,042	1,812,014	2,927,056	1,813,516	7,505,310	93.60	57.99	61.96	1,113,540	34,657,571	3.26
1893-94 ..	2,501	19,265,732	3,493,919	1,047,029	1,766,512	2,813,541	1,666,842	7,169,785	94.18	55.80	59.24	1,146,699	35,855,271	3.25
1894-95 ..	2,531	19,725,418	4,075,093	1,022,901	1,855,303	2,878,204	1,642,589	7,594,281	90.96	51.91	57.07	1,235,615	36,611,366	3.31
1895-96 ..	2,531	21,005,048	3,953,575	1,043,922	1,776,495	2,820,417	1,626,888	7,719,618	87.68	50.58	57.68	1,193,529	36,852,194	3.24
1896-97 ..	2,639	22,672,924	4,567,041	1,098,696	1,916,046	3,014,742	1,676,218	8,130,405	88.99	49.48	55.60	1,338,524	37,369,205	3.59
1897-98 ..	2,691	23,233,206	4,630,564	1,126,257	1,900,491	3,026,748	1,689,605	8,340,338	87.10	48.62	55.82	1,337,143	37,712,402	3.54
1898-99 ..	2,706	24,726,067	5,248,320	1,158,198	1,987,075	3,145,273	1,765,442	8,806,647	85.72	48.11	56.13	1,379,831	37,992,276	3.63
1899-1900	2,811	26,486,873	5,531,511	1,227,355	1,936,217	3,163,572	1,844,520	8,894,352	85.36	49.77	58.30	1,319,052	38,477,269	3.43
1900-1901	2,845	29,261,324	6,398,227	1,370,530	2,203,249	3,573,779	2,118,201	10,763,697	79.68	47.23	59.27	1,455,578	38,932,781	3.78
1901-1902	3,025	30,885,214	6,467,552	1,403,744	2,264,942	3,668,686	2,342,369	11,649,059	75.58	48.26	63.85	1,326,317	40,565,073	3.29
1902-1903	3,138	32,384,138	6,596,241	1,405,888	1,903,005	3,311,893	2,341,201	11,548,338	68.89	48.66	70.63	973,594	41,654,977	2.35
1903-1904	3,280	33,792,689	6,656,759	1,442,733	1,993,680	3,436,413	2,333,940	10,400,503	79.30	53.86	67.92	1,102,473	42,288,517	2.62
1904-1905	3,280	35,158,150	6,724,215	1,469,018	2,214,998	3,684,016	2,216,442	10,467,886	84.46	53.82	60.16	1,467,574	43,062,550	3.40
1905-1906	3,390	37,500,531	7,029,492	1,604,349	2,630,442	4,234,791	2,308,384	11,963,688	85.67	46.70	54.51	1,926,497	43,626,068	4.42
1906-1907	3,452	41,413,084	8,793,832	1,782,907	2,926,499	4,709,106	2,499,741	12,940,068	87.28	46.33	53.08	2,209,665	44,700,230	4.96
1907-1908	3,472	47,487,030	10,175,389	1,896,720	3,047,414	4,944,134	2,714,839	14,251,052	83.26	45.72	54.91	2,229,295	45,683,484	4.88
1908-1909	3,623	52,051,556	9,298,929	2,059,050	2,963,400	5,022,450	2,952,824	15,074,144	80.06	47.01	58.72	2,075,626	47,612,666	4.45
1909-1910	3,643	53,644,271	8,993,038	2,189,767	3,295,948	5,485,715	3,276,409	15,468,026	85.12	50.84	59.73	2,209,306	48,925,348	4.58
1910-1911	3,760	60,919,628	10,365,565	2,451,976	3,590,229	6,042,205	3,691,061	17,006,697	85.27	52.09	61.09	2,351,144	50,971,894	4.67
1911-1912	3,831	70,706,728	10,910,553	2,772,676	3,718,797	6,491,473	4,169,591	18,521,320	84.12	54.03	64.23	2,321,882	53,514,903	4.41
1912-1913	3,930	79,490,012	11,666,250	3,038,771	3,710,214	6,748,985	4,644,881	19,184,247	84.43	58.11	68.82	2,104,104	57,653,778	3.76
1913-1914	3,967	86,328,421	13,245,842	3,338,481	4,403,760	7,742,241	5,409,820	20,549,695	90.42	63.18	69.87	2,332,421	61,264,869	3.87
1914-1915	4,134	88,774,451	11,920,881	3,401,944	4,214,567	7,616,511	5,311,162	20,420,023	89.52	62.42	69.73	2,305,344	65,583,274	3.60
1915-1916	4,188	92,850,838	11,915,500	3,666,972	4,339,105	8,006,078	5,661,168	21,556,034	89.14	63.03	70.71	2,344,916	68,825,592	3.45
1916-1917	4,437	96,709,846	11,732,864	3,829,127	4,570,958	8,399,085	5,915,366	20,300,717	99.07	69.93	70.59	2,464,725	72,006,621	3.50
1917-1918	4,679	94,304,516	12,293,060	4,291,146	4,660,734	8,951,880	5,949,447	18,143,267	118.46	78.58	66.34	3,014,433	75,050,450	4.10
1918-1919	4,824	98,568,768	12,714,012	4,355,539	5,602,634									



## APPENDIX VI.

RETURN of the Total Amount paid for Salaries and Wages of Staff employed in the various branches on existing lines of Railways and Tramways during the years ended 30th June, 1924 and 1923.

	Year ended 30th June—	
	1924.	1923.
<b>Railways—</b>	£	£
Maintenance Branch.....	2,501,721	2,492,751
Rolling Stock Branch.....	3,714,645	3,539,590
Transportation and Traffic Branch.....	2,462,584	2,319,839
Other Branches.....	418,624	388,050
<b>Total .....</b>	<b>9,397,574</b>	<b>8,740,230</b>
<b>Tramways—</b>		
Maintenance Branch.....	425,634	380,461
Electrical Branch.....	682,171	640,193
Traffic Branch .....	1,119,220	1,357,050
<b>Total .....</b>	<b>2,527,025</b>	<b>2,357,704</b>
<b>GRAND TOTAL, RAILWAYS AND TRAMWAYS .....</b>	<b>11,924,599</b>	<b>11,097,934</b>

## APPENDIX VII.

STATEMENT of all Staff employed on the Railways and Tramways of New South Wales in June, 1924, as compared with June, 1923.

Branch.	Year ended 30th June—					
	1924.			1923.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
<b>RAILWAYS.</b>						
Commissioners' and Secretary's Office .....	61	3	64	60	3	63
Chief Accountant .....	106	1	107	105	1	106
Traffic Audit .....	127	9	136	138	5	143
Stores .....	141	211	352	137	190	327
Permanent-way } Maintenance { .....	408	9,768	10,176	405	8,477	8,882
Signalling } .....	141	1,216	1,357	127	980	1,107
Rolling Stock .....	897	13,578	14,470	884	13,298	14,162
Transportation and Traffic .....	2,940	7,328	10,268	2,918	6,837	9,755
Electrical .....	80	494	574	70	352	422
General .....	389	960	1,349	352	897	1,249
<b>TRAMWAYS.</b>	5,290	33,563	38,853	5,176	31,040	36,216
Permanent-way .....	59	1,970	2,029	52	1,640	1,692
Traffic .....	449	5,139	5,588	432	5,111	5,543
Electrical .....	333	2,618	2,941	295	2,322	2,617
Stores .....	19	31	50	19	26	45
<b>TOTAL, RAILWAYS AND TRAMWAYS ...</b>	<b>850</b>	<b>47,58</b>	<b>10,608</b>	<b>798</b>	<b>9,099</b>	<b>9,897</b>
	6,140	43,321	49,461	5,974	40,139	46,113

## CONSTRUCTION BRANCH.

Years ended 30th June, 1924 and 1923.					
1924.			1923.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
183	2,561	2,747	180	3,234	3,414

AVERAGE number of Staff employed on the Railways and Tramways (exclusive of Construction Branch) during the years ended 30th June, 1924 and 1923 respectively.

How Employed.	Year ended 30th June—	
	1924.	1923.
<b>RAILWAYS.</b>		
On Working Expenses.....	£0,998	30,808
On Capital.....	6,755	5,474
	37,753	36,282
<b>TRAMWAYS.</b>		
On Working Expenses.....	9,062	9,248
On Capital.....	971	540
	10,033	9,788



## APPENDIX VIII.

STATEMENT showing the Capital Cost of the various sections of the Railways on the 30th June, 1924.

Lines opened for Traffic.	Length.	Total Cost.	Average Cost per Mile.
	m. ch.	£	£
Darling Harbour Branch . . . . .	1 38½	969,776	65,332
Sydney to Granville . . . . .	15 38½	3,095,156	258,064
Flemington to Homebush Bay, Abattoirs Branch Line . . . . .	2 13	101,387	46,584
Flemington to Belmore, and Dulwich Hill to Glebe and Darling Islands . . . . .	13 32½	3,985,030	297,180
Lidcombe to Regent's Park . . . . .	1 75½	146,914	75,790
Clyde to Carlingford . . . . .	4 39½	35,162	7,820
Granville to Goulburn . . . . .	150 76½	4,730,379	31,337
Goulburn to Wagga . . . . .	184 5½	3,976,594	21,603
Wagga to River Murray . . . . .	79 15½	937,780	12,599
Campbelltown to Camden . . . . .	7 66½	47,659	6,086
Goulburn to Crookwell . . . . .	35 43	160,279	4,510
Joppa Junction to Bombala . . . . .	189 15½	2,013,620	10,855
Yass Tramway . . . . .	2 67½	29,230	10,290
Galong to Boorowa . . . . .	17 68½	123,524	7,031
Murrumburrah to Blayney . . . . .	110 47	1,206,867	10,913
Koorawatha to Grenfell . . . . .	32 23	118,516	3,671
Cowra to Canowindra . . . . .	23 54½	188,191	5,835
Canowindra to Engowra . . . . .	26 17	209,365	7,987
Cootamundra to Tumut . . . . .	64 76	545,132	8,393
Gilmore to Kunama . . . . .	21 44½	301,220	13,972
Cootamundra to Temora . . . . .	38 46½	214,859	6,347
Temora to Barellan . . . . .	61 41½	220,955	3,591
Barellan to Griffith . . . . .	32 37½	127,580	3,930
Griffith to Hillston . . . . .	66 56½	292,858	4,390
Temora to Wyalong . . . . .	41 26	129,885	3,143
Wyalong to Lake Cargelligo . . . . .	70 36½	278,257	4,233
Stockinbingal to Caragabal . . . . .	50 77½	272,628	5,319
Caragabal to Forbes . . . . .	37 61½	186,725	4,944
Barmadman to Rankin's Springs . . . . .	71 55½	398,326	5,566
Junea to Hay . . . . .	163 39½	1,038,259	6,161
Yanco to Griffith . . . . .	33 53½	163,822	4,866
Narrandera to Finley . . . . .	170 70½	505,678	5,013
Finley to Tocumwal . . . . .	11 13	42,757	3,830
Wagga to Tumbarumba . . . . .	80 42	720,337	8,943
The Rock to Oaklands . . . . .	77 29½	288,889	3,734
Henty to Rand . . . . .	32 65½	182,654	5,566
Culcairn to Corowa . . . . .	47 66	237,381	4,964
Culcairn to Holbrook . . . . .	16 61	60,914	3,634
Sydney to Nowra . . . . .	98 34½	5,856,403	59,477
Wollongong to Port Kembla . . . . .	4 8½	51,614	12,170
Sydenham to Bankstown . . . . .	8 39½	374,897	44,531
Granville to Penrith . . . . .	20 72½	658,175	31,487
Penrith to Bathurst . . . . .	114 66½	5,422,302	47,221
Bathurst to Dubbo . . . . .	137 67½	1,622,119	11,768
Dubbo to Bourke . . . . .	225 51½	1,391,837	6,163
Westmead to Castle Hill . . . . .	6 58	104,120	15,483
Blacktown to Richmond . . . . .	16 19½	18,242	11,589
Wallerawang to Dunedoo . . . . .	134 53	1,234,883	9,170
Dunedoo to Coonabarabran . . . . .	74 55	364,203	4,943
Coonabarabran to Gwabegar . . . . .	59 6½	510,505	8,642
Craboon to Coolah . . . . .	23 59½	134,210	5,652
Tarana to Oberon . . . . .	15 7	164,273	10,888
Orange to Forbes . . . . .	96 40½	699,243	7,245
Parkes to Condobolin . . . . .	62 52½	142,469	2,274
Condobolin to Trida . . . . .	129 40	596,782	4,608
Menindee to Broken Hill . . . . .	73 52	442,425	6,007
Parkes to Peak Hill . . . . .	31 25½	132,408	4,223
Matakana to Mount Hope . . . . .	10 32	31,203	3,000
Bogan Gate to Tullamore . . . . .	37 65	127,390	3,369
Tullamore to Tottenham . . . . .	33 62	159,994	4,737
Tottenham to The Mines . . . . .	6 32½	15,623	2,438
Dubbo to Coonamble . . . . .	95 77	274,018	2,855
Troy Junction to Merrygoen . . . . .	59 36	314,662	5,293
Binnaway to Werris Creek . . . . .	91 52½	625,680	6,826
Narromine to Peak Hill . . . . .	36 62½	120,813	3,285
Nevertire to Warren . . . . .	12 49	41,318	3,276
Nyngan to Cobar and The Peak . . . . .	85 3½	322,345	3,790
Cobar to C.S.A. Mine . . . . .	7 11½	27,886	3,902
Byrock to Brewarrina . . . . .	58 15½	162,477	2,792
Homebush to Waratah . . . . .	95 53	3,791,033	59,629
West Maitland to Taree . . . . .	115 36½	1,658,761	14,367
Taree to Wauchope . . . . .	47 37½	545,162	11,485
Wauchope to Kempsey . . . . .	30 52	448,117	14,620
Kempsey to Macksville . . . . .	30 9	445,120	14,782
Macksville to Raleigh . . . . .	20 54	430,517	20,823
Raleigh to Coff's Harbour . . . . .	13 23½	230,786	17,356
Coff's Harbour to Glenreagh . . . . .	27 64	762,582	27,431
Glenreagh to South Grafton . . . . .	27 18	305,703	11,229
Hornsby to Milson's Point . . . . .	13 36½	876,315	65,108
Gosford to Racecourse . . . . .	1 18½	15,708	12,725
Fassifern to Toronto . . . . .	2 55	20,992	7,811
Newcastle to Wallangarra . . . . .	393 50½	6,284,696	15,966
Bullock Island Branch . . . . .	3 74½	939,820	238,874
Morpeth Branch . . . . .	3 47½	61,491	17,096
Muswellbrook to Merriwa . . . . .	50 72	316,894	6,216



## APPENDIX VIII—continued.

STATEMENT showing the Capital Cost of the various sections of the Railways on the 30th June, 1924.

Lines opened for Traffic.	Length.	Total Cost.	Average Cost per Mile.
	m. ch.	£	£
Werris Creek to Narrabri West .....	96 2½	655,101	6,802
Narrabri Junction to Inverell .....	158 7¼	520,564	3,308
Narrabri West to Walgett .....	106 9	331,225	3,121
Moree to Mungindi .....	77 13½	367,450	4,762
Burren Junction to Pokataroo .....	42 43	106,612	2,506
West Tamworth to Barraba .....	61 38½	258,413	4,203
Murwillumbah to Grafton .....	149 9	1,418,551	9,513
Casino to Kyogle .....	17 7¼	90,147	5,099
Tarrawingee Tramway .....	39 41	34,243	867
Total mileage and cost .....	5,522 64¼	72,521,577	13,182
Rolling-stock .....	16,244,199		
Machinery .....	1,675,585		
Workshops .....	1,340,660		
Furniture .....	10,146		
Store Advance Account .....	1,563,000		
Total and average cost, all charges .....	5,522 64¼	93,355,167	16,904

## APPENDIX IX.

STATEMENT of Train, Locomotive, and Vehicle Mileage.

Particulars.	Year ended 30th June.	
	1924.	1923.
TRAFFIC TRAIN MILEAGE—		
Passenger—		
Country—Ordinary .....	6,492,758	6,199,067
Assistant .....	305,827	307,182
Light .....	181,756	175,024
Suburban .....	4,842,023	4,574,790
Total .....	11,822,364	11,256,063
Goods—		
Ordinary .....	8,673,236	7,482,406
Assistant .....	633,614	512,586
Light .....	850,747	743,731
Total .....	10,197,627	8,738,523
Mixed—		
Ordinary .....	1,652,183	1,662,533
Assistant .....	14,674	17,151
Light .....	20,140	19,591
Total .....	1,686,997	1,699,275
Total Traffic Train Miles .....	23,706,988	21,693,861
DEPARTMENTAL MILEAGE—		
Light .....	435,915	412,350
Ballast .....	280,659	309,766
Inspection, Special .....	35,859	37,869
Water .....	90,181	86,868
Loco., Coal .....	373,625	307,957
Casualty and Doubling .....	40,534	42,309
Total .....	1,256,773	1,197,119
Shunting .....	4,036,556	3,776,474
Total Locomotive Mileage .....	29,000,317	26,667,454
VEHICLE MILEAGE—		
Passenger—		
Country .....	48,879,642	46,451,250
Suburban .....	37,544,240	36,152,524
Total .....	86,423,882	82,603,774
Goods—		
Loaded .....	185,777,735	169,612,069
Empty .....	100,379,557	89,267,066
Total .....	286,157,292	258,879,135
Total Vehicle Mileage .....	372,581,174	341,482,909
GROSS TON MILEAGE—		
Passenger Trains .....	2,059,462,171	1,959,147,700
Mixed Trains .....	331,201,976	339,495,646
Goods Trains .....	3,706,029,963	3,212,697,614
Departmental Trains .....	57,535,381	62,909,822
Total .....	6,154,229,491	5,574,240,842



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## APPENDIX X.

RAILWAYS.—STATEMENT SHOWING LOCOMOTIVES, COACHING STOCK, GOODS STOCK, AND SERVICE STOCK ON THE BOOKS AT 30TH JUNE, 1924.

Vehicles.		Tractive Power.		Vehicles.		Capacity.		
Number.	Total.	Average per Loco.	Number.	Total.	Average per Vehicle.	Number.	Capacity.	
LOCOMOTIVES.			lb.	lb.	GOODS STOCK.			
Steam .....	1,375	33,924,365	24,672		tons.	tons.		
Vehicles.		Number.	Capacity (Passengers).					
		Total.	Average per Vehicle.					
COACHING STOCK.								
Passenger Cars—								
1st Class .....	467	25,883	55					
2nd Class .....	983	59,602	61					
Composite .....	221	11,796	53					
Sleeping Cars—								
1st Class .....	88	2,312	26					
2nd Class .....								
Special Cars .....	14	38	3					
Parlor Cars .....								
Dining Cars .....	1	38	38					
Mail Vans .....	24							
Luggage Vans .....								
Carriage Trucks .....	65							
Horse Boxes .....	172							
Hearses .....	4							
Motor Passenger Vehicles .....	6	290	48					
Brake Vans .....	140	78						
Other Vehicles .....	9							
Total .....		2,194	100,037	46				

Box Goods Waggon .....				
Open Goods Waggon .....	14,338	224,974	16	
Cattle Waggon .....	1,260	7,840	6	
Sheep Waggon .....	1,697	10,530	6	
Coal Waggon .....	1,550	20,244	13	
Louved Vans .....	1,627	13,572	13	
Refrigerator Vans .....	241	3,494	15	
Powder Vans ..	61	440	7	
Flat Waggon .....	128	1,344	11	
Bolster Waggon ..	913	30,125	33	
Brake Vans .....	643			
Other Vehicles .....	70	735	11	
Total .....	21,923	313,298	14	

SERVICE STOCK.		Number.	
Casualty or Break-down Vans.....		40	
Water Trucks .....		191	
Loco. Coal Trucks .....		284	
Ballast Waggon .....		712	
Gas Vehicles .....		28	
Workmen's Vans.....		25	
Store Vans .....		32	
Cranes (not Locomotive) .....			
Plough Vans .....		11	
Motor Inspection Cars .....		8	
Pay Cars .....			
Other Vehicles.....		617	
Total .....		1,948	

## APPENDIX XI.

RETURN of Persons killed or injured during the years ended 30th June, 1924 and 1923.

	1924.		1923.	
	Killed.	Injured.	Killed.	Injured.
<b>Passengers—</b>				
Through causes beyond their own control .....	...	23	...	22
Through contributory negligence .....	2	1	...	...
Solely through their own action or negligence .....	7	147	10	145
Number of passengers killed and injured per million carried due to causes beyond their own control .....	...	18	...	178
<b>Employees while in the execution of their duty—</b>				
Through causes beyond their own control .....	...	19	...	16
Through contributory negligence .....	...	54	...	63
Solely through their own action or negligence .....	16	186	9	169
<b>Employees proceeding to or from duty within the railway boundary</b>	2	7	1	4
<b>Persons killed or injured at crossings</b>	11	19	3	9
<b>Trespassers</b>	29	13	19	7
<b>Miscellaneous</b>	10	57	3	63
Total .....	77	526	45	498

This return only includes Casualties in connection with Train Working and the movement of Rolling Stock.

## APPENDIX XII.

## APPENDIX XII.

STATISTICAL STATEMENT.—Years ended 30th June, 1924 and 1923.

Particulars.							1924.		1923.	
							Mls.	Chs.	Mls.	Chs.
1. Average mileage of Railways open for traffic ...	...	...	...	...	...	...	5,460	12	5,196	54½
PASSENGER TRAFFIC.										
2. Passenger train mileage ...	...	...	Country	...	...	...	7,532,580		7,241,007	
	...	...	Suburban	...	...	...	4,852,116		4,581,481	
3. Passenger earnings ...	...	...	Country	...	...	£	3,774,911		3,754,999	
	...	...	Suburban	...	...	£	2,302,077		2,149,703	
4. Number of Passengers carried ...	...	...	Country	...	...	...	10,744,868		10,697,392	
	...	...	Suburban	...	...	...	117,356,316		113,017,247	
5. Number of Passengers carried one mile ...	...	...	Country	...	...	...	842,253,687		833,239,323	
	...	...	Suburban	...	...	...	878,907,181		841,663,309	
6. Average miles each Passenger was carried...	...	...	Country	...	...	...	78.39		78.35	
	...	...	Suburban	...	...	...	7.49		7.41	
7. Average number of Passengers per car mile	...	...	Country	...	...	...	17		13	
	...	...	Suburban	...	...	...	22		23	
8. Average earnings from each Passenger ...	...	...	Country	...	...	d.	84.32		81.24	
	...	...	Suburban	...	...	d.	4.71		4.78	
9. Average earnings per passenger mile ...	...	...	Country	...	...	d.	1.08		1.08	
	...	...	Suburban	...	...	d.	.63		.64	
Per Average Mile of Railway Open.										
10. Number of Passengers carried ...	...	...	Country	...	...	...	1,996		2,089	
	...	...	Suburban	...	...	...	451,370		441,474	
11. Number of Passengers carried one mile ...	...	...	Country	...	...	...	156,465		163,727	
	...	...	Suburban	...	...	...	3,380,412		3,287,747	
12. Passenger train mileage ...	...	...	Country	...	...	...	1,399		1,414	
	...	...	Suburban	...	...	...	18,662		17,896	
13. Passenger earnings ...	...	...	Country	...	...	£	701		733	
	...	...	Suburban	...	...	£	8,854		8,788	
Per Passenger Train Mile.										
14. Average number of Passengers ...	...	...	Country	...	...	...	115		119	
	...	...	Suburban	...	...	...	186		188	
15. Average number of Cars ...	...	...	Country	...	...	...	6.24		6.16	
	...	...	Suburban	...	...	...	7.92		8.04	
16. Average Passenger earnings ...	...	...	Country	...	...	d.	120.27		114.46	
	...	...	Suburban	...	...	d.	113.87		117.85	
GOODS TRAFFIC—PAYING.										
17. Goods Train mileage ...	...	...	...	...	...	...	11,322,292		9,871,373	
18. Goods earnings ...	...	...	...	...	...	£	8,096,274		7,868,769	
19. Number of tons carried ...	...	...	...	...	...	...	15,515,662*		13,567,500*	
20. Number of tons carried one mile...	...	...	...	...	...	...	1,392,389,708		1,166,237,921	
21. Average haul per ton of goods (miles) ...	...	...	...	...	...	...	89.74		85.96	
22. Average tonnage per loaded truck (paying and free)...	...	...	...	...	...	...	9.08		8.48	
23. Average train load (paying and free, tons) ...	...	...	...	...	...	...	163.34		160.03	
24. Average earnings per ton ...	...	...	...	...	...	d.	123.82		136.84	
25. Average earnings per ton mile ...	...	...	...	...	...	d.	1.37		1.60	
GOODS TRAFFIC—GROSS.										
26. Average tonnage per loaded truck (paying and free)...	...	...	...	...	...	...	16.95		16.30	
27. Average train load (paying and free, tons) ...	...	...	...	...	...	...	383		387	
28. Average number of vehicles per train—loaded ...	...	...	...	...	...	...	17.73		18.61	
29. Average number of vehicles per train—empty ...	...	...	...	...	...	...	9.79		10.03	
Per Average Mile of Railway Open.										
30. Number of tons carried (paying traffic)...	...	...	...	...	...	...	2,874		2,656	
31. Number of tons carried one mile (paying traffic) ...	...	...	...	...	...	...	255,005		224,417	
32. Goods Train mileage ...	...	...	...	...	...	...	2,074		1,899	
33. Goods earnings ...	...	...	...	...	...	£	1,483		1,514	
Per Goods Train Mile.										
34. Average earnings ...	...	...	...	...	...	d.	171.62		191.31	

NOTE.—\* Does not include the following tonnage, for which only shunting and haulage charges were collected :—  
 1924 ..... 177,465 tons.  
 1923 ..... 233,810 tons.

## APPENDIX XIII.

STATEMENT showing additions to Railway Capital during the year ended 30th June, 1924.

On Existing Lines—		£	s.	d.	£	s.	d.
Rolling Stock.....		557,703	4	11			
Additions to Lines, Stations, &c.....		681,940	12	1			
Duplication and Deviation of Lines .....		272,885	12	3			
Towards Construction of Flemington to Belmore and Dulwich Hill to Glebe Island and Darling Island Railways .....		45,990	6	5			
Equipment of Refreshment Rooms .....		14,968	16	0			
Electrification of Railway Lines .....		326,945	4	6			
Departmental Coal Mine, Lithgow. Development of .....		106,336	4	7			
		2,006,770	0	9			
Less Credits .....		33,946	3	7			
					1,972,823	17	2
Railway Construction—							
New Lines—							
Coonabarabran to Gwabegar .....		510,436	11	6			
Tarana to Oberon.....		164,272	16	9			
Binnaway to Werris Creek.....		625,680	10	3			
Macksville to Urunga .....		367,987	0	9			
Gilmore to Kunama.....		301,168	12	0			
Expenditure on lines open prior to 1st July, 1923 .....		11,417	0	11			
					1,980,962	12	2
Public Works Department—							
Sidings and Cranes at Carrington Wharf, Bullock Island.....					124,510	0	9
					£4,078,296	10	1



## APPENDIX XIV.

STATEMENT showing the dates of opening and length of line of the various sections of the Railways to the 30th June, 1924.

Date of opening.	From where opened.	To where opened.	Quadruple Line.	Treble Line.	Double Line.	Single Line.	Total Distance.
			m. c.	m. c.	m. c.	m. c.	m. c.
26 Sept., 1855...	Sydney .....	Parramatta Jct. (Granville)	10 0 <sup>0</sup>	1 0 <sup>3</sup>	2 27 <sup>4</sup>	.....	13 28
6 " 1855...	Redfern Tunnel .....	Darling Harbour .....	.....	1 38 <sup>1</sup>	1 38 <sup>1</sup>	.....	1 38 <sup>1</sup>
26 " 1856...	Granville .....	Liverpool .....	.....	1 8 <sup>3</sup>	7 55 <sup>1</sup>	.....	8 64 <sup>1</sup>
5 April, 1857...	Near Newcastle .....	East Maitland .....	14 24 <sup>1</sup>	.....	2 64	.....	17 8 <sup>1</sup>
9 Mar., 1858...	Near Newcastle .....	Newcastle .....	.....	.....	1 0	.....	1 0
17 May, 1858...	Liverpool .....	Campbelltown .....	.....	.....	11 67 <sup>3</sup>	.....	11 67 <sup>3</sup>
27 July, 1858...	East Maitland .....	West Maitland .....	2 16 <sup>4</sup>	.....	.....	.....	2 16 <sup>4</sup>
2 " 1860...	West Maitland .....	Lochinvar .....	0 39 <sup>1</sup>	.....	5 45 <sup>1</sup>	.....	6 5
4 " 1860...	Parramatta Junction .....	Blacktown .....	.....	.....	8 22 <sup>1</sup>	.....	8 22 <sup>1</sup>
12 Dec., 1861...	Blacktown .....	Rooty Hill .....	.....	.....	3 64 <sup>3</sup>	.....	3 64 <sup>3</sup>
24 Mar., 1862...	Lochinvar .....	Branxton .....	.....	.....	8 23 <sup>3</sup>	.....	8 23 <sup>3</sup>
1 May, 1862...	Rooty Hill .....	South Creek (St. Mary's) ..	.....	.....	4 4 <sup>1</sup>	.....	4 4 <sup>1</sup>
7 July, 1862...	South Creek .....	Penrith .....	.....	.....	4 60 <sup>1</sup>	.....	4 60 <sup>1</sup>
1 Sept., 1862...	Campbelltown .....	Menangle .....	.....	.....	6 46 <sup>3</sup>	.....	6 46 <sup>3</sup>
7 May, 1863...	Branxton .....	Singleton .....	.....	.....	14 25	.....	14 25
1 July, 1863...	Menangle .....	Picton .....	.....	.....	12 40	.....	12 40
2 May, 1864...	East Maitland .....	Morpeth .....	.....	.....	3 47 <sup>3</sup>	.....	3 47 <sup>3</sup>
1 Dec., 1864...	Blacktown .....	Richmond .....	.....	.....	16 19 <sup>1</sup>	.....	16 19 <sup>1</sup>
1 Mar., 1867...	Picton .....	Mittagong .....	.....	.....	0 75	24 45 <sup>1</sup>	25 40 <sup>1</sup>
11 July, 1867...	Penrith .....	Weatherboard (Wentworth Falls) ..	.....	.....	29 38 <sup>1</sup>	.....	29 38 <sup>1</sup>
2 Dec., 1867...	Mittagong .....	Sutton Forest (Moss Vale) ..	.....	.....	8 63 <sup>1</sup>	.....	8 63 <sup>1</sup>
1 May, 1868...	Weatherboard .....	Mount Victoria .....	.....	.....	15 0 <sup>1</sup>	.....	15 0 <sup>1</sup>
6 Aug., 1868...	Sutton Forest .....	Marulan .....	.....	.....	29 27 <sup>3</sup>	.....	29 27 <sup>3</sup>
19 May, 1869...	Singleton .....	Muswellbrook .....	.....	.....	31 0 <sup>1</sup>	.....	31 0 <sup>1</sup>
" 1869...	Marulan .....	Goulburn .....	.....	0 72 <sup>1</sup>	18 78	.....	19 70 <sup>1</sup>
18 Oct., 1869...	Mount Victoria .....	Bowenfels .....	.....	.....	19 52 <sup>1</sup>	.....	19 52 <sup>1</sup>
1 Mar., 1870...	Bowenfels .....	Wallerawang .....	.....	.....	8 3 <sup>1</sup>	.....	8 3 <sup>1</sup>
1 July, 1870...	Wallerawang .....	Rydal .....	.....	.....	6 22 <sup>3</sup>	.....	6 22 <sup>3</sup>
20 Oct., 1870...	Muswellbrook .....	Aberdeen .....	.....	.....	.....	7 37 <sup>3</sup>	7 37 <sup>3</sup>
17 April, 1871...	Aberdeen .....	Scone .....	.....	.....	8 50 <sup>1</sup>	.....	8 50 <sup>1</sup>
1 Aug., 1871...	Scone .....	Wingen .....	.....	.....	10 35 <sup>1</sup>	.....	10 35 <sup>1</sup>
5 April, 1872...	Wingen .....	Murrumbidgee .....	.....	.....	12 78	.....	12 78
22 " 1872...	Rydal .....	Locke's Platform (Locksley) ..	.....	.....	20 6 <sup>1</sup>	.....	20 6 <sup>1</sup>
1 July, 1872...	Locke's Platform .....	Macquarie Plains (Brewongle) ..	.....	.....	7 3	.....	7 3
4 Mar., 1873...	Macquarie Plains .....	Raglan .....	.....	.....	4 77 <sup>1</sup>	.....	4 77 <sup>1</sup>
4 Feb., 1875...	Raglan .....	Kelso .....	.....	.....	2 68 <sup>1</sup>	.....	2 68 <sup>1</sup>
9 Nov., 1875...	Rookwood Cemetery Branch ..	.....	.....	.....	.....	0 47	0 47
4 April, 1876...	Goulburn .....	Gunning .....	.....	.....	33 30 <sup>1</sup>	.....	33 30 <sup>1</sup>
3 July, 1876...	Kelso .....	Bathurst .....	.....	.....	14 <sup>1</sup>	1 19 <sup>1</sup>	1 33 <sup>1</sup>
1 Nov., 1876...	Gunning .....	Bowning .....	.....	.....	31 40 <sup>1</sup>	.....	31 40 <sup>1</sup>
1 " 1876...	Bowning .....	Binalong .....	.....	.....	15 25 <sup>1</sup>	.....	15 25 <sup>1</sup>
12 Mar., 1877...	Bathurst .....	Blayney .....	.....	.....	12 59 <sup>1</sup>	18 23 <sup>3</sup>	31 3
19 April, 1877...	Binalong .....	Murrumbidgee .....	.....	.....	21 54 <sup>1</sup>	.....	21 54 <sup>1</sup>
13 Aug., 1877...	Blayney .....	Orange .....	.....	.....	7 56	12 29 <sup>1</sup>	20 5 <sup>1</sup>
1 Nov., 1877...	Murrumbidgee .....	Quirindi .....	.....	.....	.....	25 0 <sup>1</sup>	25 0 <sup>1</sup>
2 April, 1878...	Murrumbidgee .....	Cootamundra .....	.....	.....	24 44 <sup>1</sup>	0 63 <sup>1</sup>	25 27 <sup>1</sup>
6 July, 1878...	Cootamundra .....	Bethunga .....	.....	.....	16 31 <sup>1</sup>	.....	16 31 <sup>1</sup>
3 Sept., 1878...	Bethunga .....	Junee .....	.....	.....	18 30 <sup>1</sup>	.....	18 30 <sup>1</sup>
14 Oct., 1878...	Junee .....	Nth. Wagga Wagga (Bomen) ..	.....	.....	.....	17 36	17 36
25 Mar., 1879...	Quirindi .....	West Tamworth .....	.....	.....	.....	37 26 <sup>1</sup>	37 26 <sup>1</sup>
1 Sept., 1879...	Werris Creek .....	Breeza .....	.....	.....	.....	14 35 <sup>1</sup>	14 35 <sup>1</sup>
11 " 1879...	North Wagga Wagga .....	Wagga Wagga .....	.....	.....	.....	4 49 <sup>1</sup>	4 49 <sup>1</sup>
1 June, 1880...	Breeza .....	Gunnedah .....	.....	.....	.....	26 4 <sup>1</sup>	26 4 <sup>1</sup>
1 Sept., 1880...	Orange .....	Wellington .....	.....	.....	.....	55 33	55 33
1 Feb., 1881...	Wagga Wagga .....	Gerogery .....	.....	.....	.....	59 15 <sup>1</sup>	59 15 <sup>1</sup>
1 " 1881...	Sandgate Cemetery Branch ..	.....	.....	.....	.....	0 34 <sup>1</sup>	0 34 <sup>1</sup>
3 " 1881...	Wellington .....	Dubbo .....	.....	.....	.....	31 26 <sup>1</sup>	31 26 <sup>1</sup>
23 " 1881...	Gerogery .....	Albury .....	.....	.....	.....	18 39 <sup>1</sup>	18 39 <sup>1</sup>
28 " 1881...	Junee .....	Narrandera .....	.....	.....	.....	60 53	60 53
1 Sept., 1881...	Junee Triangle Loop .....	.....	.....	.....	.....	0 33 <sup>1</sup>	0 33 <sup>1</sup>
9 Jan., 1882...	Narrandera .....	Darlington (Willbriggie) ..	.....	.....	.....	38 16	38 16
1 Mar., 1882...	West Tamworth .....	Moonbi (Kootingal) .....	.....	.....	.....	12 1 <sup>1</sup>	12 1 <sup>1</sup>
10 Mar., 1882...	Darlington .....	Carrathool .....	.....	.....	.....	34 8	34 8
15 May, 1882...	Campbelltown .....	Camden .....	.....	.....	.....	7 66 <sup>1</sup>	7 66 <sup>1</sup>
4 July, 1882...	Wallerawang .....	Capertee .....	.....	.....	.....	22 7 <sup>1</sup>	22 7 <sup>1</sup>
11 " 1882...	Carrathool .....	Hay .....	.....	.....	.....	35 8 <sup>1</sup>	35 8 <sup>1</sup>
2 Aug., 1882...	Gunnedah .....	Boggabri .....	.....	.....	.....	24 35 <sup>1</sup>	24 35 <sup>1</sup>
2 " 1882...	Moonbi .....	Uralla .....	.....	.....	.....	51 46 <sup>1</sup>	51 46 <sup>1</sup>

\* 1 mile 9<sup>1</sup>/<sub>4</sub> chains of this is Five Lines.



## APPENDIX XIV--continued.

Date of opening.	From where opened.	To where opened.	Quadruple Line.	Treble Line.	Double Line.	Single Line.	Total Distance
			m. c.	m. c.	m. c.	m. c.	m. c.
1 Oct., 1882...	Boggabri .....	Narrabri West .....	.....	.....	.....	31 30 $\frac{1}{2}$	31 30 $\frac{1}{2}$
20 „ 1882...	Dubbo .....	Nevertire .....	.....	.....	.....	63 6 $\frac{1}{2}$	63 6 $\frac{1}{2}$
3 Feb., 1883...	Uralla .....	Armidale .....	.....	.....	.....	14 64 $\frac{1}{2}$	14 64 $\frac{1}{2}$
9 June, 1883...	Nevertire .....	Nyngan .....	.....	.....	.....	36 1 $\frac{1}{2}$	36 1 $\frac{1}{2}$
14 „ 1883...	Albury .....	River Murray .....	.....	.....	1 40 $\frac{1}{2}$ *	.....	1 40 $\frac{1}{2}$
3 Jan., 1884...	Joppa Junction .....	Tarago .....	.....	.....	.....	20 14 $\frac{1}{2}$	20 14 $\frac{1}{2}$
9 June, 1884...	Capertee .....	Rylstone .....	.....	.....	.....	30 78 $\frac{1}{2}$	30 78 $\frac{1}{2}$
19 Aug., 1884...	Armidale .....	Glen Innes .....	.....	.....	.....	63 52 $\frac{1}{2}$	63 52 $\frac{1}{2}$
2 Sept., 1884...	Nyngan .....	Byrock .....	.....	.....	.....	78 12 $\frac{1}{2}$	78 12 $\frac{1}{2}$
10 „ 1884...	Rylstone .....	Mudgee .....	.....	.....	.....	31 65	31 65
16 „ 1884...	Narrandera .....	Jerilderie .....	.....	.....	.....	65 0 $\frac{1}{2}$	65 0 $\frac{1}{2}$
15 Oct., 1884...	Sydney .....	Hurstville .....	6 67	.....	2 29 $\frac{1}{2}$	.....	9 16 $\frac{1}{2}$
4 Mar., 1885...	Tarago .....	Bungendore .....	.....	.....	.....	19 20 $\frac{1}{2}$	19 20 $\frac{1}{2}$
26 „ 1885...	Demondrille .....	Young .....	.....	.....	.....	17 38 $\frac{1}{2}$	17 38 $\frac{1}{2}$
3 Sept., 1885...	Byrock .....	Bourke .....	.....	.....	.....	48 30 $\frac{1}{2}$	48 30 $\frac{1}{2}$
21 Dec., 1885...	Orange .....	Molong .....	.....	.....	.....	23 25 $\frac{1}{2}$	23 25 $\frac{1}{2}$
21 „ 1885...	Orange fork .....	.....	.....	.....	.....	0 28 $\frac{1}{2}$	0 28 $\frac{1}{2}$
26 „ 1885...	Hurstville .....	Sutherland .....	.....	.....	6 12	.....	6 12
9 Mar., 1886...	Sutherland .....	Waterfall .....	.....	.....	8 63 $\frac{1}{2}$	.....	8 63 $\frac{1}{2}$
9 „ 1886...	Loftus Junction .....	National Park .....	.....	.....	.....	1 14 $\frac{1}{2}$	1 14 $\frac{1}{2}$
1 June, 1886...	Cootamundra .....	Gundagai .....	.....	.....	.....	33 41 $\frac{1}{2}$	33 41 $\frac{1}{2}$
1 Sept., 1886...	Glen Innes .....	Tenterfield .....	.....	.....	.....	57 41 $\frac{1}{2}$	57 41 $\frac{1}{2}$
17 „ 1886...	Strathfield .....	Hornsby .....	1 12 $\frac{1}{2}$	2 63	9 60 $\frac{1}{2}$	.....	13 55 $\frac{1}{2}$
1 Nov., 1886...	Young .....	Cowra .....	.....	.....	.....	46 25 $\frac{1}{2}$	46 25 $\frac{1}{2}$
7 April, 1887...	Hornsby .....	Hawkesbury River .....	.....	1 0	13 52 $\frac{1}{2}$	.....	14 52 $\frac{1}{2}$
21 June, 1887...	Clifton .....	Wollongong .....	.....	.....	13 27 $\frac{1}{2}$	0 35 $\frac{1}{2}$	13 63 $\frac{1}{2}$
15 Aug., 1887...	Gosford .....	Hamilton .....	0 65 $\frac{1}{2}$	2 28 $\frac{1}{2}$	48 51	.....	51 65 $\frac{1}{2}$
15 „ 1887...	Woodville Junction .....	Islington Junction .....	.....	0 18 $\frac{1}{2}$	0 5 $\frac{1}{2}$	.....	0 23 $\frac{1}{2}$
8 Sept., 1887...	Bungendore .....	Queanbeyan .....	.....	.....	.....	17 28	17 28
9 Nov., 1887...	Wollongong .....	North Kiama (Bombo) .....	.....	.....	.....	20 63	20 63
7 Dec., 1887...	Queanbeyan .....	Michelago .....	.....	.....	.....	30 1 $\frac{1}{2}$	30 1 $\frac{1}{2}$
16 Jan., 1888...	Mullet Creek .....	Gosford .....	.....	.....	9 64	.....	9 64
16 „ 1888...	Tenterfield .....	Wallangarra .....	.....	.....	.....	11 61 $\frac{1}{2}$	11 61 $\frac{1}{2}$
13 Feb., 1888...	Cowra .....	Blayney .....	.....	.....	.....	46 62 $\frac{1}{2}$	46 62 $\frac{1}{2}$
3 Oct., 1888...	Waterfall .....	Clifton .....	.....	.....	13 6 $\frac{1}{2}$	1 6	14 12 $\frac{1}{2}$
1 May, 1889...	Hawkesbury River .....	Mullet Creek .....	.....	.....	4 67 $\frac{1}{2}$	.....	4 67 $\frac{1}{2}$
31 „ 1889...	Michelago .....	Cooma .....	.....	.....	.....	40 43 $\frac{1}{2}$	40 43 $\frac{1}{2}$
1 Jan., 1890...	Hornsby .....	St. Leonards .....	.....	.....	10 45 $\frac{1}{2}$	.....	10 45 $\frac{1}{2}$
1 July, 1890...	Mt. Keira Junction .....	Wollongong Harbour .....	.....	.....	.....	1 8 $\frac{1}{2}$	1 8 $\frac{1}{2}$
1 „ 1891...	Homebush .....	North Strathfield .....	.....	.....	0 44 $\frac{1}{2}$	.....	0 44 $\frac{1}{2}$
20 April, 1892...	Yass Junction .....	Yass Town .....	.....	.....	.....	2 67 $\frac{1}{2}$	2 67 $\frac{1}{2}$
1 July, 1892...	Nyngan Junction .....	Cobar .....	.....	.....	.....	81 29	81 29
3 Oct., 1892...	Culcairn .....	Corowa .....	.....	.....	.....	47 66	47 66
1 May, 1893...	St. Leonards .....	Milson's Point .....	.....	.....	2 71	.....	2 71
2 June, 1893...	North Kiama .....	Nowra .....	.....	.....	.....	22 59 $\frac{1}{2}$	22 59 $\frac{1}{2}$
1 Sept., 1893...	Cootamundra .....	Temora .....	.....	.....	.....	38 2 $\frac{1}{2}$	38 2 $\frac{1}{2}$
18 Dec., 1893...	Molong .....	Forbes .....	.....	.....	.....	72 66 $\frac{1}{2}$	72 66 $\frac{1}{2}$
15 May, 1894...	Lismore .....	Mullumbimby .....	.....	.....	.....	33 57 $\frac{1}{2}$	33 57 $\frac{1}{2}$
24 Dec., 1894...	Mullumbimby .....	Murwillumbah and Condong .....	.....	.....	.....	25 1 $\frac{1}{2}$	25 1 $\frac{1}{2}$
1 Feb., 1895...	Sydenham .....	Belmore .....	4 4 $\frac{1}{2}$	.....	0 78 $\frac{1}{2}$	.....	5 3
14 Oct., 1896...	Jerilderie .....	Berrigan .....	.....	.....	.....	21 66 $\frac{1}{2}$	21 66 $\frac{1}{2}$
15 Dec., 1896...	Parkes .....	Bogan Gate .....	.....	.....	.....	23 17 $\frac{1}{2}$	23 17 $\frac{1}{2}$
1 April, 1897...	Narrabri Junction .....	Moree .....	.....	.....	.....	62 47 $\frac{1}{2}$	62 47 $\frac{1}{2}$
1 „ 1897...	Narrabri Loop .....	.....	.....	.....	.....	0 39 $\frac{1}{2}$	0 39 $\frac{1}{2}$
26 May, 1897...	Rookwood Cemetery—First extension .....	.....	.....	.....	.....	0 72 $\frac{1}{2}$	0 72 $\frac{1}{2}$
1 Jan., 1898...	Nevertire .....	Warren .....	.....	.....	.....	12 49	12 49
1 Mar., 1898...	Bogan Gate .....	Condobolin .....	.....	.....	.....	39 34 $\frac{1}{2}$	39 34 $\frac{1}{2}$
16 Sept., 1898...	Berrigan .....	Finley .....	.....	.....	.....	14 4	14 4
7 „ 1899...	Broken Hill .....	Tarrawingee .....	.....	.....	.....	39 41	39 41
15 „ 1899...	West Tamworth .....	Manilla .....	.....	.....	.....	29 48 $\frac{1}{2}$	29 48 $\frac{1}{2}$
1 Feb., 1900...	Moree .....	Gravesend .....	.....	.....	.....	34 48 $\frac{1}{2}$	34 48 $\frac{1}{2}$
30 June, 1900...	Sutherland .....	Woronora Cemetery .....	.....	.....	.....	0 41 $\frac{1}{2}$	0 41 $\frac{1}{2}$
7 May, 1901...	Koorawatha .....	Grenfell .....	.....	.....	.....	32 23	32 23
8 July, 1901...	The Rock .....	Lockhart .....	.....	.....	.....	24 59	24 59
1 Aug., 1901...	Clyde .....	Carlingford .....	.....	.....	1 22	3 17 $\frac{1}{2}$	4 39 $\frac{1}{2}$
2 Sept., 1901...	Byrock .....	Brewarrina .....	.....	.....	.....	58 15 $\frac{1}{2}$	58 15 $\frac{1}{2}$
25 Nov., 1901...	Gravesend .....	Reedy Creek (Delungra) .....	.....	.....	.....	36 32 $\frac{1}{2}$	36 32 $\frac{1}{2}$
26 „ 1901...	Cobar .....	Occidental Mine .....	.....	.....	.....	3 54 $\frac{1}{2}$	3 54 $\frac{1}{2}$
10 Mar., 1902...	Reedy Creek .....	Inverell .....	.....	.....	.....	24 63	24 63
22 April, 1902...	Goulburn .....	Crookwell .....	.....	.....	.....	35 43	35 43
18 Sept., 1902...	Culcairn .....	Germanton (Holbrook) .....	.....	.....	.....	16 61	16 61
18 Feb., 1903...	Dubbo Triangle loop .....	.....	.....	.....	.....	0 23 $\frac{1}{2}$	0 23 $\frac{1}{2}$
8 „ 1903...	Dubbo .....	Coonamble .....	.....	.....	.....	95 5 $\frac{1}{2}$	95 53 $\frac{1}{2}$
12 Oct., 1903...	Gundagai .....	Mount Horeb .....	.....	.....	.....	14 48 $\frac{1}{2}$	14 48 $\frac{1}{2}$

\* One of these lines is 5 ft. 3 in. gauge. † 3 ft. 6 in. gauge.



37  
APPENDIX XIV—continued.

Date of opening.	From where opened.	To where opened.	Quadruple Line.	Treble Line.	Double Line.	Single Line.	Total Distance.
			m. c.	m. c.	m. c.	m. c.	m. c.
9 Oct., 1903...	Lismore	Casino				18 14 $\frac{1}{2}$	18 14 $\frac{1}{2}$
2 Dec., 1903...	Mount Horeb	Tumut				16 66	16 66
2 " 1903...	Temora	Wyalong (Wyalong Central)				41 26	41 26
9 " 1903...	Narrabri West	Burren Junction				51 7 $\frac{1}{2}$	51 7 $\frac{1}{2}$
3 July, 1905...	Burren Junction	Cryon				22 68 $\frac{1}{2}$	22 68 $\frac{1}{2}$
6 Nov., 1905...	Grafton	Casino				67 15 $\frac{1}{2}$	67 15 $\frac{1}{2}$
5 " 1906...	Temora	Ariah Park				20 24 $\frac{1}{2}$	20 24 $\frac{1}{2}$
3 Dec., 1906...	Burren Junction	Collarenebri East (Pokataroo)				42 43	42 43
6 Aug., 1907...	Bogan Gate	Trundle				15 44 $\frac{1}{2}$	15 44 $\frac{1}{2}$
10 April, 1908...	Waratah	New Line to Bullock Island			3 51 $\frac{1}{2}$		3 51 $\frac{1}{2}$
10 " 1908...	Islington Junction	Scholey-street Junction			0 23 $\frac{1}{2}$		0 23 $\frac{1}{2}$
15 June, 1903...	Rookwood Cemetery—Second extension					0 50 $\frac{1}{2}$	0 50 $\frac{1}{2}$
21 Sept., 1908...	Manilla	Barraba				31 70 $\frac{1}{2}$	31 70 $\frac{1}{2}$
7 Nov., 1908...	Cryon	Walgett				32 13	32 13
18 " 1908...	Ariah Park	Barellan				41 17 $\frac{1}{2}$	41 17 $\frac{1}{2}$
15 Dec., 1908...	Trundle	Tullamore				22 20 $\frac{1}{2}$	22 20 $\frac{1}{2}$
14 April, 1909...	Mudgee	Gulgong				20 18	20 18
14 " 1909...	Belmor	Bankstown			3 30 $\frac{1}{2}$		3 30 $\frac{1}{2}$
25 June, 1910...	Casino	Kyogle				17 71 $\frac{1}{2}$	17 71 $\frac{1}{2}$
19 Sept., 1910...	Cowra	Canowindra				23 54 $\frac{1}{2}$	23 54 $\frac{1}{2}$
28 Nov., 1910...	Gulgong	Dunedoo				29 44 $\frac{1}{2}$	29 44 $\frac{1}{2}$
12 Dec., 1910...	Lockhart	Mucra (Yuluma)				21 74 $\frac{1}{2}$	21 74 $\frac{1}{2}$
12 " 1910...	Narromine	Peak Hill				36 62 $\frac{1}{2}$	36 62 $\frac{1}{2}$
22 Mar., 1911...	Cootamundra North Junct.	Cootamundra West			0 28	0 15 $\frac{1}{2}$	0 43 $\frac{1}{2}$
28 May, 1911...	Fassifern	Toronto				2 55	2 55
31 July, 1911...	Flemington	State Brick Works			2 13		2 13
14 Aug., 1911...	West Maitland	Dungog				32 41 $\frac{1}{2}$	32 41 $\frac{1}{2}$
9 Dec., 1911...	Mucra	Urana				14 15	14 15
20 April, 1912...	Cooma	Nimmitabel				24 26	24 26
11 Nov., 1912...	Lidcombe	Regent's Park				1 75 $\frac{1}{2}$	1 75 $\frac{1}{2}$
23 Dec., 1912...	Urana	Oaklands				16 41	16 41
4 Feb., 1913...	Dungog	Taree				82 75 $\frac{1}{2}$	82 75 $\frac{1}{2}$
29 Sept., 1913...	Moree	Garah				36 42	36 42
28 July, 1914...	Finley	Tocumwal				11 13	11 13
30 Sept., 1914...	Goobang Junction	Peak Hill				31 25 $\frac{1}{2}$	31 25 $\frac{1}{2}$
7 Dec., 1914...	Garah	Mungindi				40 51 $\frac{1}{2}$	40 51 $\frac{1}{2}$
12 Feb., 1915...	Galong	Boorowa				17 68 $\frac{1}{2}$	17 68 $\frac{1}{2}$
12 April, 1915...	Taree	Wauchope				47 37 $\frac{1}{2}$	47 37 $\frac{1}{2}$
26 " 1915...	Muswellbrook	Denman				15 66	15 66
30 Aug., 1915...	Raleigh	Coff's Harbour				13 23 $\frac{1}{2}$	13 23 $\frac{1}{2}$
12 Oct., 1915...	Glenreagh	South Grafton				27 18	27 18
11 April, 1916...	Campsie	Lidcombe			5 9 $\frac{1}{2}$		5 9 $\frac{1}{2}$
11 " 1916...	Flemington Goods loops				0 77		0 77
29 May, 1916...	Rozelle	Wardell Road			3 71		3 71
3 July, 1916...	Barellan	Griffith				32 37 $\frac{1}{2}$	32 37 $\frac{1}{2}$
31 " 1916...	Wollongong	Port Kembla				4 8 $\frac{1}{2}$	4 8 $\frac{1}{2}$
14 Aug., 1916...	Stockinbingal	Caragabal				50 77 $\frac{1}{2}$	50 77 $\frac{1}{2}$
17 Oct., 1916...	Tullamore	Toitlenham				33 62	33 62
7 Dec., 1916...	Gosford	Gosford Racecourse				1 18 $\frac{1}{2}$	1 18 $\frac{1}{2}$
2 Apr., 1917...	Dunedoo	Binnaway				44 00	44 00
14 May, 1917...	Wagga Wagga	Humula				52 18	52 18
11 June, 1917...	Binnaway	Coonabarabran				30 55	30 55
1 July, 1917...	Wardell Road Triangle loop				0 32 $\frac{1}{2}$		0 32 $\frac{1}{2}$
29 Oct., 1917...	Denman	Merriwa				35 6	35 6
13 Nov., 1917...	Wyalong Central	Lake Cargelligo				70 36 $\frac{1}{2}$	70 36 $\frac{1}{2}$
27 " 1917...	Wauchope	Kempsey				30 52	30 52
7 Jan., 1918...	Cobar	C.S.A. Mine				7 11 $\frac{1}{2}$	7 11 $\frac{1}{2}$
1 Feb., 1918...	Meeks' Road Goods loops				0 45 $\frac{1}{2}$		0 45 $\frac{1}{2}$
8 April, 1918...	Troy Junction	Merrygoen				59 36	59 36
8 " 1918...	Caragabal	Forbes				37 61 $\frac{1}{2}$	37 61 $\frac{1}{2}$
18 Sept., 1918...	Caroline Mine Branch					3 35 $\frac{1}{2}$	3 35 $\frac{1}{2}$
18 " 1918...	Tottenham	Mt. Royal Smelters				0 30	0 30
31 Oct., 1918...	Albert	Iron Duke Mine				2 47 $\frac{1}{2}$	2 47 $\frac{1}{2}$
10 Feb., 1919...	Condobolin	near Trida				129 40	129 40
10 " 1919...	Matakana	Mt. Hope				10 32	10 32
1 July, 1919...	Kempsey	Macksville				30 9	30 9
13 " 1919...	Pictou-Mittagong Deviation				27 55 $\frac{1}{2}$		27 55 $\frac{1}{2}$
15 " 1919...	Menindee	Broken Hill				73 52	73 52
30 Mar., 1920...	Craboon	Coolah				23 59 $\frac{1}{2}$	23 59 $\frac{1}{2}$
17 May, 1920...	Henty	Rand				32 65 $\frac{1}{2}$	32 65 $\frac{1}{2}$
9 " 1921...	Humula	Tumbarumba				28 24	28 24
21 Nov., 1921...	Nimmitabel	Bombala				37 41 $\frac{1}{2}$	37 41 $\frac{1}{2}$
23 Jan., 1922...	Rozelle Bay	Darling Island			2 37 $\frac{1}{2}$		2 37 $\frac{1}{2}$
6 Mar., 1922...	Yanco	Griffith				33 53 $\frac{1}{2}$	33 53 $\frac{1}{2}$
17 July, 1922...	Coff's Harbour	Glenreagh				27 64	27 64
11 Dec., 1922...	Canowindra	Eugowra				26 17	26 17
8 Jan., 1923...	Barmedman	Rankin's Springs				71 55 $\frac{1}{2}$	71 55 $\frac{1}{2}$
28 " 1923...	Westmead	Castle Hill				6 58	6 58
19 Mar., 1923...	Urunga	Raleigh				3 34	3 34
18 June, 1923...	Griffith	Hillston				66 56 $\frac{1}{2}$	66 56 $\frac{1}{2}$
10 Sept., 1923...	Coonabarabran	Gwabegar				59 6 $\frac{1}{2}$	59 6 $\frac{1}{2}$
3 Oct., 1923...	Tarana	Oberon				15 7	15 7
29 Oct., 1923...	Binnaway	Werris Creek				91 52 $\frac{1}{2}$	91 52 $\frac{1}{2}$
3 Dec., 1923...	Macksville	Urunga				17 20	17 20
17 " 1923...	Gilmore	Kunama				21 44 $\frac{1}{2}$	21 44 $\frac{1}{2}$
Total			*39 70	9 32	598 58 $\frac{1}{2}$	4,874 63 $\frac{1}{2}$	5,522 64 $\frac{1}{2}$
Sidings and crossovers							1,084 75
Total miles of single track including sidings and crossovers							7,346 1 $\frac{1}{2}$

\* 1 mile 9 $\frac{1}{2}$  chains of this is five lines.



## APPENDIX XV.

STATEMENT of the number of Bales of **WOOL** forwarded from each Station for years ended  
30th June, 1924 and 1923.

Stations.	Number of Bales.		Stations.	Number of Bales.		Stations.	Number of Bales.	
	1924.	1923.		1924.	1923.		1924.	1923.
Darling Island .....	5,143	5,468	Rand .....	.....	749	Coonamble .....	19,974	17,208
Darling Harbour .....	901	1,380	Culcairn .....	1,616	2,060	Elong Elong .....	1,874	1,798
Alexandria .....	.....	51	Holbrook .....	2,780	5,634	Narromine .....	7,211	8,575
Petersham to Towrang .....	6,664	8,264	Walla Walla .....	687	686	Peak Hill .....	1,943	3,098
Goulburn .....	5,473	6,235	Barrumbuttock .....	201	347	Trangie .....	5,702	6,627
Roslyn .....	1,421	2,266	Brooklesby .....	408	501	Nevertire .....	5,202	6,683
Crookwell .....	7,848	9,469	Balldale .....	580	612	Warren .....	12,085	10,092
Tarago .....	3,347	3,973	Corowa .....	77	.....	Nyngan .....	5,636	6,375
Bungendore .....	4,123	5,198	Gerogery .....	500	593	Hermidale .....	1,642	1,351
Queanbeyan .....	6,008	7,531	Table Top .....	238	1,384	Boppy Mountain .....	1,122	1,173
Michelago .....	2,567	2,803	Albury .....	843	654	Cobar .....	5,602	5,615
Cooma .....	9,306	12,563	Unanderra .....	.....	1	Girilambone .....	5,381	4,659
Nimmitabel .....	2,157	2,930	Dapto .....	3	7	Coolabah .....	5	1,605
Bombala .....	6,237	6,457	Berry .....	.....	17	Byrock .....	2,780	3,013
Yarra .....	323	348	Nowra .....	.....	8	Brewarrina .....	14,039	14,333
Breadalbane .....	2,213	2,561	Parramatta to	.....	.....	Bourke .....	15,383	14,551
Fish River .....	3	4	Wallerawang .....	348	501	Morisset .....	.....	1
Gunning .....	6,501	6,810	Piper's Flat .....	119	281	Awaba to Muswellb'k .....	1,964	1,991
Jerrawa .....	646	659	Portland .....	7	8	Denman .....	153	402
Yass Junction .....	1,326	1,768	Cullen Bullen .....	53	67	Merriwa .....	5,058	5,920
Yass Town .....	5,476	6,342	Capertee .....	441	605	Aberdeen .....	1,090	977
Bowning .....	2,985	4,041	Clandulla .....	443	588	Scone .....	5,833	6,300
Goondah .....	664	581	Kandos .....	32	16	Parkville .....	143	190
Binalong .....	2,786	2,443	Rylstone .....	2,523	2,642	Wingen .....	251	202
Galong .....	1,563	1,895	Lue .....	1,029	1,128	Blandford .....	2,505	2,687
Boorowa .....	7,944	8,985	Mudgee .....	5,259	6,222	Murrurundi .....	270	266
Cunninggar .....	468	509	Gulgong .....	3,151	4,815	Ardglen .....	1,141	135
Harden .....	3,648	3,784	Craboon .....	591	727	Willow Tree .....	2,609	3,849
Murrumburrah .....	372	138	Leadville .....	769	928	Quirindi .....	5,606	6,424
Nubba .....	301	419	Coolah .....	2,609	2,734	Quipolly .....	89	70
Wallendbeen .....	2,545	3,390	Dunedoo .....	1,117	1,193	Werris Creek .....	821	582
Cootamundra .....	3,040	3,313	Merrygoen .....	1,663	1,388	Breeza .....	339	453
Coolac .....	3,336	4,201	Binnaway .....	4,646	3,405	Curlewis .....	1,812	1,367
Gundagai .....	3,425	4,915	Spring Ridge .....	120	.....	Gunnedah .....	6,863	7,351
Mount Horeb .....	1,822	2,691	Coonabarabran .....	3,187	4,231	Emerald Hill .....	574	640
Gilmore .....	394	541	Baradine .....	944	.....	Boggabri .....	3,140	3,094
Batlow .....	20	.....	Gwabegar .....	35	.....	Baan Baa .....	565	474
Tumut .....	852	1,533	Rydal to Raglan .....	2,253	2,510	Turrawan .....	355	466
Stockinbingal .....	2,139	2,185	Kelso .....	2,122	2,865	Narrabri West .....	823	1,160
Milvale .....	2,848	5,921	Bathurst .....	2,747	2,600	Wee Waa .....	4,414	4,560
Bribbaree .....	3,043	307	Perthville .....	2,209	2,498	Merah North .....	2,673	2,781
Caragabal .....	6,198	5,967	George's Plains .....	151	229	Burren Junction .....	4,137	5,047
Temora .....	2,984	3,399	Wimbleton .....	224	206	Cryon .....	2,109	3,016
Ariah Park .....	680	1,416	Newbridge .....	1,594	1,864	Walgett .....	14,168	18,610
Mirrol .....	506	.....	Blayney .....	1,324	1,237	Rowena .....	4,287	5,718
Beckom .....	191	273	Carcoar .....	1,060	1,170	Pokataroo .....	9,962	9,633
Ardlethan .....	945	1,310	Mandurama .....	1,777	2,384	Narrabri .....	2,578	2,430
Barellan .....	898	1,196	Lyndhurst .....	1,340	1,516	Edgeroi .....	2,576	1,526
Yenda .....	227	203	Woodstock .....	2,810	3,220	Bellata .....	2,185	3,038
Griffith .....	1,594	1,068	Cowra .....	3,585	4,099	Gurley .....	4,386	5,446
Hillston .....	4,060	.....	Canowindra .....	3,800	4,618	Moree .....	14,056	13,947
Barmedman .....	2,343	2,252	Eugowra .....	1,004	196	Ashley .....	4,932	4,826
Wyalong .....	4,185	5,217	Wattamondara .....	1,867	2,094	Garah .....	7,109	8,186
Ungarie .....	2,283	3,028	Koorawatha .....	1,968	695	Weemelah .....	7,288	7,304
Lake Cargelligo .....	2,626	2,869	Greenethorpe .....	1,383	1,549	Mungindi .....	4,169	4,830
Frampton .....	786	829	Grenfell .....	5,113	5,360	Biniguy .....	2,007	2,013
Bethunga .....	2,173	2,232	Monteagle .....	859	1,281	Gravesend .....	1,993	1,763
Illabo .....	798	1,398	Bendick Murrell .....	952	931	Warialda .....	8,891	7,249
Marinna .....	29	18	Young .....	5,375	5,365	Delungra .....	2,882	2,482
Junece .....	2,403	2,398	Kingsvale .....	232	232	Inverell .....	12,444	12,424
Old Junece .....	543	503	Millthorpe .....	254	313	Curraabubula .....	1,969	1,907
Marrar .....	433	767	Springhill .....	218	665	Duri .....	874	982
Coolamon .....	959	1,221	Orange .....	1,052	1,443	West Tamworth .....	3,475	3,326
Gammain .....	878	855	Borenore .....	803	1,508	Attunga .....	1,503	1,658
Matong .....	379	323	Molong .....	6,008	5,410	Manilla .....	5,268	6,555
Grong Grong .....	1,337	1,599	Manildra .....	2,731	3,363	Barraba .....	10,758	10,768
Narrandera .....	5,574	6,786	Parkes .....	3,900	5,522	Tamworth .....	1,070	677
Morundah .....	2,944	3,915	Bogan Gate .....	2,627	3,704	Nemingha .....	2,738	3,147
Widgieva .....	6,416	6,417	Condobolin .....	18,712	22,271	Kootingal .....	1,689	2,224
Jerilderie .....	4,979	6,633	Trundle .....	1,552	2,989	Danglemah .....	116	182
Berrigan .....	1,882	2,004	Tullamore .....	4,050	5,729	Woolbrook .....	1,007	1,287
Finley .....	1,848	1,911	Tottenham .....	2,396	3,057	Walcha Road .....	7,328	8,746
Yanco .....	113	126	Forbes .....	8,627	9,760	Kentucky .....	1,301	1,745
Leeton .....	445	272	Cullya .....	105	105	Uralla .....	8,628	9,599
Whitton .....	193	1,094	Mullion Creek .....	635	916	Armidale .....	9,958	9,779
Wilbriggie .....	8,286	10,632	Kerr's Creek .....	427	586	Black Mountain .....	364	297
Carrathool .....	3,043	5,647	Euchareena .....	687	726	Guyra .....	5,282	4,597
Hay .....	4,638	10,472	Store Creek .....	327	380	Ben Lomond .....	1,485	1,460
Harefield .....	913	720	Stuart Town .....	523	520	Glenceo .....	852	729
Bomen .....	600	728	Mumbil .....	1,110	1,360	Glen Innes .....	6,232	7,376
Wagga .....	6,982	6,839	Dripstone .....	293	316	Deepwater .....	2,451	2,373
Humula .....	1,044	1,353	Wellington .....	3,196	4,986	Bolivia .....	181	113
Tumbarumba .....	268	538	Maryvale .....	317	456	Tenterfield .....	1,095	765
Uranquity .....	1,142	1,656	Geurie .....	672	1,069	Wallangarra .....	20	71
The Rock .....	2,540	2,977	Wongarbon .....	187	342	Paterson to Glenreagh .....	32	10
Lockhart .....	2,571	2,990	Eulomogo .....	.....	28	Rapville .....	1	.....
Boree Creek .....	1,505	1,785	Dubbo .....	3,400	4,452	Casino .....	1	.....
Urana .....	1,188	428	Eumungerie .....	1,354	1,557	Tarrawingee .....	3,620	3,284
Oaklands .....	1,316	1,263	Gilgandra .....	3,090	3,493	Menindee .....	9,675	12,092
Yerong Creek .....	549	924	Curban .....	4,096	4,267			
Henty .....	3,630	3,718	Gular .....	7,278	8,094	Grand Total .....	745,327	834,329



## APPENDIX XVI.

RETURN of Number of **LIVE STOCK** forwarded from each Station for the year ended 30th June, 1924.

Stations.	Number forwarded.					Stations.	Number forwarded.				
	Horses.	Cattle.	Calves.	Sheep.	Pigs.		Horses.	Cattle.	Calves.	Sheep.	Pigs.
Darling Harbour .....	4,010	1,104	456	4,981	46,958	Molong .....	196	1,698	106	42,026	210
Flemington and Abattoirs ..	1,431	50,660	3,201	576,863	17,957	Manildra .....	118	628	95	31,140	248
Ashfield to Goulburn .....	1,817	24,422	12,866	224,708	9,600	Parkes .....	169	6,030	70	124,019	61
Roslyn .....	12	694	30	16,872	161	Bogan Gate .....	66	3,061	153	65,786	173
Crookwell .....	44	1,142	67	19,352	511	Condobolin .....	264	804	134	39,644	420
Tarago .....	12	3,740	813	36,658	71	Trundle .....	58	262	45	8,812	171
Bungendore .....	61	2,077	61	66,558	102	Tullamore .....	11	1,029	13	31,809	164
Queanbeyan .....	101	992	156	29,996	73	Tottenham .....	19	459	...	15,724	...
Michelago .....	29	269	2	11,030	...	Forbes .....	201	2,821	106	96,345	1,352
Cooma .....	281	5,709	121	16,931	132	Cullya to Dripstone .....	25	405	...	47,485	12
Nimmitabel .....	62	3,418	446	23,901	227	Wellington .....	601	2,371	13	42,338	835
Bombala .....	30	468	162	11,015	156	Maryvale .....	2	...	...	6,638	...
Yarra to Yass .....	330	5,132	543	105,615	503	Geurie .....	33	1,142	23	29,244	53
Bowling to Galong .....	72	613	201	28,600	129	Wongarbon .....	1	...	...	1,549	...
Boorowa .....	41	589	64	16,012	170	Dubbo .....	244	3,106	81	34,442	94
Cunninggar .....	2	169	...	...	...	Eumungerie .....	3	76	...	5,298	...
Harden .....	386	1,810	119	44,361	908	Gilgandra .....	126	2,705	...	40,654	304
Nubba .....	...	1	...	...	...	Curban .....	34	3,302	51	38,704	109
Wallendbeen .....	87	199	...	29,029	333	Gular .....	76	7,698	26	157,260	18
Cootamundra .....	193	1,552	112	50,341	1,399	Coonanoble .....	1,503	11,833	138	235,842	390
Coolac .....	42	1,399	217	29,757	509	Elong Elong .....	60	410	61	3,761	...
Gundagai .....	82	2,469	176	25,469	3,634	Narromine .....	206	3,770	102	122,358	146
Mount Horeb .....	7	253	...	7,133	517	Peak Hill .....	34	488	2	22,698	4
Gilmore .....	...	10	...	299	...	Trangie .....	172	5,481	363	119,021	98
Barlow .....	...	...	...	...	...	Neverite .....	150	2,746	77	104,738	...
Tumut .....	143	2,789	5	47,480	1,240	Warren .....	85	8,621	104	75,848	455
Stockinbingal .....	180	393	24	15,393	239	Nyman .....	67	1,518	36	60,546	141
Milvale .....	78	477	17	29,443	185	Hemidale .....	8	113	...	9,563	...
Bribbarce .....	27	1,365	180	38,101	67	Boppy Mountain .....	...	135	...	5,936	...
Caragabal .....	112	1,803	...	83,642	240	Cobar .....	12	4,879	70	19,258	...
Temora .....	180	603	2	12,826	184	Girilambone .....	56	847	1	23,393	32
Ariah Park .....	22	...	...	5,480	173	Coolah .....	1	...	...	80	...
Mirrool .....	...	...	...	668	243	Byrock .....	73	1,047	...	16,942	...
Beckom to Griffith .....	122	1,861	110	29,981	2,009	Brewarrina .....	239	4,505	56	35,258	...
Hillston .....	18	7,180	59	35,472	169	Bourke .....	150	36,006	309	77,380	...
Barnedman to Lake Car-	765	5,807	443	133,141	582	Meadowbank to Morpeth ..	648	2,418	3,115	1,678	9,264
gelligo .....	...	...	...	...	...	West Maitland .....	2,428	9,671	13,056	58,464	29,080
Frampton to Junee .....	215	1,617	199	60,400	196	Parson to South Grafton ..	954	39,442	19,220	4,030	83,893
Old Junee .....	2	50	...	7,380	36	Farely to Singleton .....	1,674	17,264	21,076	18,125	12,202
Marrar .....	1	215	...	1,492	20	Padulla .....	9	...	...	87	...
Coolamon .....	20	189	...	7,659	110	Ravensthorpe .....	74	1,524	12	10,741	19
Gannam .....	9	78	...	2,827	153	Muswellbrook .....	703	8,548	840	19,567	2,505
Matong .....	3	342	100	2,270	73	Denman .....	258	2,113	422	5,580	3,742
Grong Grong .....	18	1,408	191	36,740	4	Merriva .....	50	5,838	...	50,147	309
Narrandera .....	866	3,933	185	49,315	232	Aberdeen .....	661	6,087	1,826	11,336	2,980
Morundah .....	97	2,490	87	30,757	51	Scone .....	565	7,031	1,140	32,410	1,752
Widgiewa .....	251	3,207	347	52,366	...	Parkville to Murrurundi ..	110	3,901	116	35,234	279
Jerilderie .....	18	1,532	203	21,869	...	Willow Tree .....	323	12,392	876	48,578	505
Berrigan .....	7	130	...	6,793	40	Kirindi .....	339	8,997	1,976	100,657	4,106
Finley .....	20	281	23	404	80	Werris Creek .....	178	2,212	109	19,546	...
Toomwal .....	123	75	...	5,177	43	Breeca .....	144	6,903	262	35,604	135
Yanco .....	118	3,117	71	8,623	507	Curlewis .....	249	5,095	345	35,863	1,798
Leeton .....	22	267	...	1,729	479	Gundah .....	241	6,400	1,222	108,763	1,241
Whitton .....	20	605	...	31,986	11	Emerald Hill .....	114	1,636	25	23,814	91
Wilbriggie .....	88	3,902	334	52,106	17	Boggabri .....	115	3,547	256	79,996	535
Carrathool .....	26	1,448	1	28,204	2	Baan Baa .....	84	350	24	16,590	45
Hay .....	159	4,350	375	26,366	533	Turravan .....	4	276	21	17,254	159
Harefield .....	3	...	...	9,103	22	Narrabri West .....	33	762	439	18,952	24
Bomen .....	109	1,859	188	7,990	30	Wee Wee .....	155	2,596	651	65,752	254
Wagga Wagga .....	2,362	10,535	334	132,802	7,168	Merah North .....	84	991	26	57,815	187
Humula .....	92	1,117	103	13,507	722	Burren Junction .....	114	2,360	3	58,126	41
Tumbarumba .....	34	545	...	2,392	85	Cryon .....	25	1,405	20	44,316	...
Uranquinty .....	...	...	...	1,746	33	Walgett .....	353	3,399	...	103,337	...
The Kock .....	154	1,189	23	42,559	73	Rowena .....	58	956	...	80,433	...
Lochhart .....	203	810	42	14,400	25	Pokataroo .....	252	2,147	16	171,841	...
Boree Creek .....	40	315	46	5,985	247	Narrabri .....	196	2,098	143	58,120	193
Urania .....	50	668	...	17,737	3	Edgeroi .....	...	...	54	33,425	66
Oaklands .....	19	65	...	11,924	80	Bellata .....	93	1,339	...	63,793	84
Yerong Creek .....	63	400	27	14,087	...	Curley .....	35	963	...	31,763	...
Henty .....	506	310	43	24,041	217	Moree .....	431	7,935	203	107,243	706
Rand .....	...	19	...	...	...	Ashley .....	120	3,194	...	71,762	...
Culcairn .....	72	418	...	11,015	201	Garah .....	67	3,837	...	102,204	10
Holbrook .....	39	505	2	16,283	186	Weemelah .....	236	1,407	...	72,406	188
Walla Walla .....	1	3	...	100	102	Mungindi .....	244	28,932	48	90,988	...
Burrumbutlock .....	1	...	...	1,415	127	Biniguy .....	34	1,509	...	19,671	213
Brooklesby .....	20	3	...	2,352	...	Gravesend .....	39	3,721	203	14,563	419
Ballvale .....	9	...	...	7,202	...	Wariakla .....	87	5,634	194	36,784	446
Corowa .....	64	91	2	644	...	Delunga .....	89	1,179	...	33,969	483
Gerogery .....	3	...	...	1,607	...	Inverell .....	102	1,649	29	47,588	253
Table Top .....	11	438	...	1,933	11	Currahubula .....	2	1,714	57	18,311	19
Albury .....	80	401	45	1,687	34	Duri .....	...	18	40	3,965	72
Illawarra Line .....	712	9,291	19,645	429	12,076	West Tamworth .....	770	8,313	383	64,442	3,341
Parramatta to Bathurst ..	1,032	9,428	2,724	78,796	5,337	Attunga .....	2	505	17	5,904	35
Richmond Line .....	634	1,206	1,645	2,436	1,322	Manilla .....	48	1,289	1	26,560	83
Coonabarabran Line .....	1,126	19,644	510	250,255	1,840	Barraba .....	112	2,415	150	31,513	20
Perthville to Blayney .....	151	1,779	214	50,413	369	Tamworth .....	...	1	5	22	...
Carcoar .....	11	247	...	20,249	...	Nemingha to Uralla .....	355	8,748	444	144,770	97
Mandurama .....	4	...	...	...	...	Armidale .....	162	8,946	39	32,028	30
Lyndhurst .....	36	643	18	14,977	15	Black Mountain .....	...	226	25	5,965	...
Woodstock .....	41	1,069	111	35,510	93	Guyra .....	50	7,443	526	38,823	...
Cowra .....	371	2,345	93	47,092	1,094	Ben Lomond .....	11	1,284	...	13,067	100
Canowindra .....	189	1,557	41	26,189	1,632	Glencoe .....	2	4,412	49	28,795	10
Eucowra .....	14	570	...	11,166	56	Glen Innes .....	188	13,483	150	39,907	223
Wattamondara .....	1	...	...	6,189	...	Deepwater .....	27	461	359	14,573	18
Koorawatha .....	21	937	...	5,239	29	Bolivia .....	...	5,380	91	8,271	53
Groenethorpe .....	46	179	...	10,560	...	Tentfield .....	372	34,628	1,533	16,604	326
Grenfell .....	30	760	...	12,632	233	Wallangarra .....	1,166	79,207	1,001	116,777	760
Bendick Murrell .....	...	...	...	3,131	516	Tallawingee Line .....	3	2,557	8	13,537	...
Monteagle .....	1	...	...	475	340	Broken Hill-Menindee ..	91	298	79	13,832	86
Young .....	272	960	...	24,669	114	Grafton to Murwillumbah ..	861	5,383	260	53,696	53,696
Kingsvale .....	...	...	...	475	...	Victoria .....	328	1,167	18	6,252	142
Millthorpe .....	28	267	102	6,074	69						
Spring Hill .....	1	...	...	1,373	39						
Orange .....	461	12,268	709	117,813	1,142						
Boremore .....	50	30	...	2,227	1						
						Grand Total .....	41,589	780,558	124,854	3,000,973	350,227



## APPENDIX XVII.

STATEMENT of Number of Bags of **WHEAT** forwarded from each Station for years ended  
30th June, 1924 and 1923.

Station.	Number of bags.		Station.	Number of bags.		Station.	Number of bags.	
	1924.	1923.		1924.	1923.		1924.	1923.
Darling Harbour .....	202,808	366,146	Narrandera .....	55,268	23,842	Eugowra .....	104,672	64,748
Alexandria .....	44,822	67,850	Yanco .....	1,653	.....	Wattamondara .....	74,706	101,484
Newtown .....	1,609	7,074	Leeton .....	21,682	22,392	Borenore .....	26,420	882
Petersham .....	.....	200	Whitton .....	390	791	Molong .....	167,516	26,692
Ashfield .....	875	200	Wilbriggie .....	5,673	3,868	Manildra .....	84,207	81,606
Burwood .....	15,682	14,091	Carrathool .....	246	466	Parkes .....	254,694	139,662
Homebush .....	8,278	4,109	Morundah .....	22,859	9,448	Forbes .....	59,335	67,330
Flemington .....	200	.....	Widgiewa .....	1,124	623	Bogan Gate .....	72,410	41,873
Auburn .....	200	.....	Jerilderie .....	90,459	72,813	Trundle .....	47,349	17,884
Clyde .....	2,853	7,163	Berrigan .....	255,541	73,620	Tullamore .....	2,017	314
Fairfield .....	1,429	.....	Finley .....	226,743	54,254	Tottenham .....	100	85
Cabramatta .....	150	.....	Tocumwal .....	148	662	Condobolin .....	149	7,677
Liverpool .....	196	.....	Humula .....	14,751	19,763	Elong Elong .....	67,240	6,680
Ingleburn .....	350	.....	Tumbarumba .....	2,930	.....	Eumungerie .....	59,581	17,562
Campbelltown .....	.....	270	Lockhart .....	151,949	52,138	Gilgandra .....	31,369	12,643
Goulburn .....	6,418	3,295	Boree Creek .....	248,041	65,062	Curban .....	36,460	13,477
Breadalbane .....	193	665	Urana .....	63,946	11,052	Gular .....	4,873	1,169
Gunning .....	1,543	1,163	Oaklands .....	209,020	78,471	Coonamble .....	554	.....
Jerrawa .....	46	181	Rand .....	.....	41,980	Peak Hill .....	67,079	18,159
Yass Town .....	663	3,913	Holbrook .....	11,005	31,922	Hermidale .....	.....	30
Bowning .....	1,744	1,808	Walla Walla .....	59,745	16,563	North Strathfield .....	8,397	3,299
Binalong .....	9,848	16,555	Burrumbuttock .....	36,069	46,527	Concord West .....	200	362
Galong .....	36,940	58,894	Brocklesby .....	111,763	88,418	Rhodes .....	1,612	43,997
Cunningar .....	25,297	30,127	Ballisale .....	275,394	108,912	Ryde .....	275	203
Harden .....	9,242	4,321	Corowa .....	58,723	29,387	Eastwood .....	396	157
Murrumburrah .....	3,767	6,030	Rockdale .....	.....	200	Epping .....	404	.....
Nubba .....	9,495	9,559	Kogarah .....	1,171	.....	Pennant Hills .....	1,352	.....
Wallendbeen .....	32,754	59,228	Hurstville .....	355	.....	Thornleigh .....	.....	150
Cootamundra .....	29,851	60,418	Dulwich Hill .....	780	377,050	Hornsby .....	185	212
Frampton .....	3,965	5,862	Belmore .....	.....	200	Chatswood .....	161	.....
Bethunga .....	9,801	23,668	Punchbowl .....	.....	175	St. Leonards .....	488	200
Illabo .....	67,609	45,414	Bankstown .....	255	200	Gosford .....	273	200
Marinna .....	22,951	9,109	Rozelle .....	365,772	2,925	Ourimbah .....	110	200
Junee Junction .....	9,418	17,012	Sutherland .....	400	402	Wyong .....	2,059	.....
Harefield .....	55,316	37,175	Parramatta .....	13,910	8,731	Dra Creek .....	206	.....
Bomen .....	12,081	16,926	Wentworthville .....	635	.....	Newcastle .....	1,911	4,212
Wagga Wagga .....	29,799	90,842	Seven Hills .....	49	.....	Hamilton .....	2,392	1,028
Uranquity .....	64,281	55,348	Blacktown .....	236	350	Honeysuckle .....	520	580
The Rock .....	321,161	127,234	Rooty Hill .....	.....	580	Cockle Creek .....	86	200
Yerong Creek .....	42,628	54,895	Mount Druitt .....	.....	142	East Maitland .....	699	.....
Henty .....	297,272	245,951	Penrith .....	150	.....	Thornton .....	604	.....
Culcairn .....	66,093	107,733	Windsor .....	731	746	West Maitland .....	730	.....
Gerogery .....	13,890	36,520	Eskbank .....	.....	177	Singleton .....	110	.....
Table Top .....	9,971	17,170	Wambool .....	95	.....	Glennie's Creek .....	144	.....
Albury .....	903	2,017	Brewongle .....	1,446	805	Ravensworth .....	.....	172
Abattoirs, Flemington .....	234,277	79,675	Raglan .....	1,352	1,946	Muswellbrook .....	89	.....
Granville .....	.....	200	Kelso .....	364	450	Scone .....	353	.....
Carlingford .....	200	.....	Bathurst .....	582	9,012	Parkville .....	602	.....
Narellan .....	259	.....	Perthville .....	375	344	Willow Tree .....	16,305	5,997
Roslyn .....	610	109	George's Plains .....	.....	123	Quirindi .....	20,077	5,505
Crookwell .....	354	763	Newbridge .....	7,376	6,953	Quipolly .....	1,800	478
Tarago .....	125	.....	Blayney .....	7,804	6,668	Werris Creek .....	2,974	3,710
Queanbeyan .....	161	100	Millthorpe .....	4,490	4,339	Currabubula .....	7,620	6,252
Michelago .....	275	.....	Spring Hill .....	7	50	Duri .....	47,966	47,666
Boorowa .....	23,074	48,727	Orange .....	2,046	3,898	West Tamworth .....	27,849	67,230
Kingsvale .....	15,689	21,147	Cullya .....	2,490	.....	Tamworth .....	4,207	197
Young .....	74,777	58,735	Euchareena .....	191	1,805	Nemingha .....	40,338	22,423
Monteagle .....	25,667	45,728	Store Creek .....	473	699	Kootingal .....	1,345	3,041
Bendick Murrell .....	5,686	41,229	Stuart Town .....	813	91	Danglemah .....	3,031	.....
Koorawatha .....	21,371	15,807	Mumbil .....	6,277	66	Woolbrook .....	.....	72
Greenethorpe .....	129,105	126,680	Dripstone .....	14,939	57	Kentucky .....	.....	200
Grenfell .....	159,994	129,364	Wellington .....	27,134	41,101	Armidale .....	19	413
Stockinbingal .....	185,410	114,537	Mary Vale .....	11,749	518	Glen Innes .....	228	.....
Milvale .....	175,395	108,497	Geurie .....	20,418	697	Merrima .....	392	.....
Bribbaree .....	159,519	93,059	Wongarbon .....	15,034	1,376	Breeza .....	7,905	28,210
Caragabal .....	176,303	111,276	Eulomogo .....	4,060	.....	Curlewis .....	4,819	17,679
Temora .....	272,683	218,505	Dubbo .....	7,658	26,712	Gunnedah .....	3,971	6,737
Ariah Park .....	232,034	52,806	Narromine .....	22,319	15,794	Emerald Hill .....	575	25,948
Mirrool .....	52,863	.....	Trangie .....	247	450	Boggabri .....	2,557	23,616
Beckom .....	65,684	74,215	Nevertire .....	36	.....	Baan Baa .....	1,157	8,951
Ardlethan .....	265,621	188,808	Rylstone .....	434	503	Turrawan .....	1,828	3,695
Barellan .....	233,693	84,186	Lue .....	2,159	.....	Narrabri West .....	91	3,613
Yenda .....	9,000	542	Mudgee .....	12,469	3,087	Wee Waa .....	2,319	8,457
Griffith .....	22,156	6,336	Gulgong .....	12,425	8,929	Narrabri .....	2,906	6,586
Hillston .....	20,955	.....	Craboon .....	33,166	3,229	Edgeroi .....	400	4,188
Barmedman .....	435,877	221,430	Leadville .....	13,976	573	Bellata .....	200	2,915
Wyalong .....	205,966	79,369	Coolah .....	7,693	.....	Moree .....	197	.....
Ungarie .....	178,254	62,187	Dunedoo .....	20,708	1,133	Ashley .....	.....	200
Lake Cargelligo .....	23,000	1,180	Merrygoen .....	36,004	8,148	Biniguy .....	109	9,248
Coolac .....	7,024	10,527	Binnaway .....	11,633	2,858	Gravesend .....	8,464	14,867
Gundagai .....	9,079	19,227	Coonabarabran .....	3,724	2,129	Warialda .....	5,947	7,953
Gilmore .....	38	83	Baradine .....	3,965	.....	Delungra .....	59,080	36,936
Tumut .....	.....	300	Springridge .....	386	.....	Inverell .....	11,119	5,997
Old Junee .....	123,701	88,876	Carcoar .....	1,068	721	Attunga .....	13,920	20,880
Marrar .....	94,330	107,344	Mandurama .....	3,223	4,811	Manilla .....	33,926	83,832
Coolamon .....	180,049	78,398	Lyndhurst .....	1,690	2,259	Barraba .....	12,079	11,817
Genmain .....	102,633	46,369	Woodstock .....	79,945	44,190			
Matong .....	53,248	41,501	Cowra .....	95,231	93,313			
Grong Grong .....	95,826	64,481	Canowindra .....	71,822	89,984			
						Total .....	9,067,931	6,861,092



## APPENDIX XVIII.

STATEMENT of COAL, COKE, and SHALE forwarded from the various Collieries during the years ended 30th June, 1924 and 1923.

Collieries.	Year ended 30th June.				Increase.		Decrease.	
	1924.		1923.		1924.		1924.	
	tons.	£	tons.	£	tons.	£	tons.	£
<b>NORTHERN.</b>								
Aberdare .....	1,202,903	112,744	831,490	96,137	371,413	46,607	.....	.....
Aberdare Central .....	2,480	358	391	502	2,089	.....	.....	144
Aberdare Junction .....	.....	.....	11,754	1,368	.....	.....	11,754	1,368
Aberdare South .....	86	20	.....	.....	86	20	.....	.....
Aberdare Extended .....	27,514	22,361	.....	.....	27,514	22,361	.....	.....
Abermain .....	728,391	87,107	499,758	59,752	228,633	27,355	.....	.....
Ashtonfields .....	35,748	4,895	23,185	2,193	12,563	2,702	.....	.....
Ayrfield .....	42,016	7,694	24,106	4,451	17,910	3,213	.....	.....
Awaba .....	1,144	444	1,016	243	123	201	.....	.....
Bellbirl .....	250,131	41,986	302,583	46,612	.....	.....	52,452	4,626
Black Jack .....	17,619	14,543	10,895	5,955	6,723	8,588	.....	.....
Borehole .....	173,229	13,302	131,700	10,763	41,529	2,539	.....	.....
Burwood No. 3 .....	182,913	19,322	153,609	16,154	29,304	3,163	.....	.....
Caledonia .....	106	59	2,819	2,334	.....	.....	2,713	2,275
Cardiff .....	.....	.....	128	27	.....	.....	128	27
Cessnock .....	93,444	10,742	77,982	20,358	15,462	.....	.....	9,616
Co-operative .....	35,827	3,377	28,011	2,459	7,816	918	.....	.....
Dudley .....	153,507	13,763	146,489	13,080	7,018	680	.....	.....
Dulwich (Nundah) .....	.....	.....	623	371	.....	.....	623	371
Elernore Vale .....	27	2	25,916	2,259	.....	.....	25,889	2,237
Fernley .....	59	5	.....	.....	59	5	.....	.....
Greta Central .....	11,912	1,858	29,483	4,532	.....	.....	17,571	2,674
Greta West .....	2,534	305	2,502	324	32	.....	.....	19
Greta Great .....	18,747	3,042	.....	.....	18,747	3,042	.....	.....
Greta South .....	52,627	6,262	33,491	4,059	19,136	2,203	.....	.....
Greta Main .....	6,686	1,746	5,014	1,471	1,672	275	.....	.....
Gretamain (Cessnock) .....	1,831	216	.....	.....	1,831	216	.....	.....
Greta New .....	105,104	16,024	67,213	11,428	37,891	5,596	.....	.....
Greta East .....	548	53	.....	.....	518	56	.....	.....
Glen Ayr .....	12,610	5,976	13,507	7,064	.....	.....	897	1,088
Glen Rock .....	14,357	1,203	3,610	311	10,747	892	.....	.....
Glebe Hill .....	3,296	282	2,707	228	589	54	.....	.....
Grass Tree .....	2,562	2,137	323	341	2,636	1,796	.....	.....
Hebburn .....	440,839	53,694	313,972	37,990	126,867	15,704	.....	.....
Hunter Valley .....	63	7	.....	.....	68	7	.....	.....
Jesmond .....	25,809	2,110	28,580	2,259	.....	.....	2,771	149
Lambton, Old (formerly Lambton) .....	40,473	3,551	40,450	3,112	23	439	.....	.....
Lambton (formerly Lambton "B") .....	63,105	6,385	59,719	5,982	8,386	403	.....	.....
Lambton North .....	988	78	3,623	286	.....	.....	2,635	208
Lambton New .....	92,501	7,605	96,526	7,862	.....	.....	4,025	257
Lambton South .....	4,495	347	3,562	260	1,133	87	.....	.....
Maheines .....	703	53	.....	.....	708	53	.....	.....
Maryland .....	1,729	147	.....	.....	1,729	147	.....	.....
Merewether .....	5,033	434	.....	.....	5,083	434	.....	.....
Minmi (Duckenfield) .....	41,085	3,820	70,458	6,403	.....	.....	29,403	2,588
Myall .....	7,924	841	3,582	711	4,342	130	.....	.....
Muswellbrook .....	20,286	15,543	24,417	19,675	.....	.....	4,131	4,132
Morgan's Hill .....	5,672	432	574	43	5,038	434	.....	.....
Neath .....	107,334	12,924	79,569	9,639	27,765	3,235	.....	.....
New Tunnel .....	8,832	712	3,131	263	5,701	449	.....	.....
Newcastle .....	29,261	2,491	27,907	2,363	1,354	128	.....	.....
Northern Extended .....	35,479	11,500	69,797	20,746	.....	.....	31,318	9,246
Northumberland .....	32,257	10,464	28,220	9,590	4,637	874	.....	.....
Nundah Extended .....	1,479	636	136	97	1,343	539	.....	.....
Overton .....	2,109	1,024	3,602	1,424	.....	.....	1,493	400
Olsan .....	2,911	419	1,038	173	1,873	246	.....	.....
Pacific .....	107,902	31,074	100,723	25,710	7,179	5,364	.....	.....
Pelaw Main .....	330,527	30,717	230,405	21,485	100,122	9,232	.....	.....

## APPENDIX XVIII—continued.

Collieries.	Year ended 30th June.				Increase.		Decrease.	
	1924.		1923.		1924.		1924.	
	tons.	£	tons.	£	tons.	£	tons.	£
NORTHERN—continued.								
Pelton .....	145,981	17,836	77,525	9,045	68,456	8,791	.....	.....
Preston (Curlewis) .....	7,109	4,132	5,342	2,198	1,666	1,934	.....	.....
Purified .....	11,232	1,166	16,957	1,639	.....	.....	5,725	473
Redhead .....	123,795	10,594	148,324	14,832	.....	.....	24,529	4,238
Rhoads .....	43,754	15,525	30,588	4,672	13,166	10,853	.....	.....
Richmond Main .....	114,788	10,418	67,315	6,170	47,473	4,248	.....	.....
Ravensworth .....	103	37	.....	.....	103	37	.....	.....
Rosedale .....	143	21	.....	.....	143	21	.....	.....
Rothbury .....	123,563	18,781	126,327	19,198	.....	.....	2,764	417
Seaham .....	415,984	32,955	245,179	20,271	170,805	12,684	.....	.....
Shortland .....	46,342	3,839	29,726	2,650	16,616	1,189	.....	.....
South Teralba .....	18,108	3,820	14,968	2,205	3,140	1,615	.....	.....
St. Heliers .....	1,078	692	.....	.....	1,078	692	.....	.....
Stanford Merthyr .....	226,330	25,651	251,967	28,749	.....	.....	25,637	3,098
Wallsend C. ....	157,658	12,201	123,509	8,254	34,149	3,947	.....	.....
Wallsend South (Lynnington) .....	78,482	7,640	27,061	2,645	51,421	5,604	.....	.....
Wallsend West .....	231,352	21,959	313,939	29,473	.....	.....	82,587	7,514
Waratah .....	163,914	11,658	156,532	12,212	9,482	.....	.....	554
Weston .....	100	62	838	416	.....	.....	738	354
Whitburn .....	129,573	19,114	47,089	6,667	82,484	12,447	.....	.....
Totals, North .....	6,635,552	837,005	5,303,316	661,155	1,665,919	233,943	332,783	58,093
WEST.								
Bowenfels .....	60,870	8,768	49,502	10,447	11,368	.....	.....	1,679
Clandulla .....	.....	.....	690	454	.....	.....	690	454
Coomba (Charbon) .....	13,610	8,399	17,631	11,873	.....	.....	4,621	3,474
Invincible .....	112,548	59,382	75,485	40,942	37,063	18,490	.....	.....
Irondale .....	18,705	9,840	21,737	10,938	.....	.....	3,632	1,698
N.S.W. C. L. & C. Co., Kandos .....	14,847	9,057	12,525	7,731	2,322	1,326	.....	.....
Lithgow Coal Association .....	356,542	160,801	342,202	150,513	14,310	10,288	.....	.....
Morton Main .....	71	68	415	414	.....	.....	314	346
Newnes .....	87	38	23	8	61	30	.....	.....
Renown (Cullen Bullen) .....	7,400	4,360	9,795	5,444	.....	.....	2,395	1,084
Tyldesley .....	48,743	23,182	33,430	20,124	9,913	6,558	.....	.....
Wallerawang .....	12,160	3,618	10,612	4,030	1,549	.....	.....	412
Totals, West .....	644,983	290,513	579,447	262,568	76,618	36,192	11,082	8,547
ILLAWARRA.								
Bellambi (Belnona) .....	25,000	3,825	31,630	4,105	.....	.....	6,630	230
Bulli .....	57,636	15,632	59,735	16,123	.....	.....	2,099	491
Coal Cliff .....	78,248	22,409	86,003	37,492	.....	.....	7,755	15,083
Coledale .....	81,681	16,627	98,668	16,068	.....	559	13,937	.....
Corrimal .....	165,572	22,749	166,342	19,802	.....	2,887	770	.....
Figtree .....	19,229	5,935	24,675	7,083	.....	.....	5,146	1,148
Kirton's .....	99,815	23,043	97,553	13,074	2,262	9,972	.....	.....
Metropolitan .....	108,459	22,346	87,733	17,698	20,726	4,698	.....	.....
Mount Kembla .....	50,118	554	70,944	1,345	.....	.....	20,826	791
Mount Keira .....	113,257	16,531	129,215	16,256	.....	275	15,953	.....
Mount Pleasant .....	77,263	10,399	66,799	10,109	10,464	230	.....	.....
South Bulli .....	72,823	15,104	59,243	13,981	13,580	1,123	.....	.....
South Clifton .....	8,000	2,245	27,725	6,572	.....	.....	19,725	4,327
Tunnel (Scarborough) .....	114,052	27,711	122,411	28,299	.....	.....	8,359	588
Wongawilli .....	31,928	15,107	52,654	38,664	.....	.....	20,726	22,757
Totals, Illawarra .....	1,106,081	221,070	1,181,320	246,731	47,032	19,804	122,231	45,465
Totals, North, West, and Illawarra .....	8,386,616	1,348,588	7,064,093	1,170,754	1,788,669	239,939	466,146	112,105
Totals, Reconsigned .....	115,328	21,921	83,607	15,568	31,721	6,353	.....	.....
GRAND TOTALS .....	8,501,944	1,370,509	7,147,700	1,186,322	1,820,390	296,292	466,146	112,105



## APPENDIX XIX.

*Port of Newcastle.*

RETURN of the Quantity of Coal Exported from Newcastle to Interstate and Foreign Ports for the years ended 30th June, 1924 and 1923.

Countries.	Year ended 30th June—		Increase.	Decrease.
	1924.	1923.		
		tons.		
Victoria...	1,635,376	1,340,799	294,577	.....
South Australia .....	786,850	700,473	86,377	.....
Queensland .....	76,275	69,768	6,507	.....
West Australia.....	88,497	68,695	19,802	.....
Tasmania.....	143,495	111,892	31,603	.....
New Zealand .....	855,511	467,316	388,195	.....
Fiji.....	30,651	21,859	8,792	.....
New Guinea.....	6,169	2,438	3,731	.....
Total Interstate.....	3,622,824	2,783,240	839,584	.....
FOREIGN.				
United States .....	69,975	170,345	.....	100,370
Peru .....	40,368	20,981	19,387	.....
New Caledonia.....	22,705	30,894	.....	8,189
India .....	26,007	127,000	.....	100,993
Hongkong.....	5,924	10,867	.....	4,943
Philippine Islands .....	156,222	154,285	1,937	.....
Chili .....	131,103	130,900	203	.....
Sandwich Islands .....	26,509	61,580	.....	35,071
Java .....	105,510	92,888	12,622	.....
South Sea Islands.....	10,477	.....	10,477	.....
Singapore (Straits Settlements) .....	104,893	71,285	33,608	.....
Other Countries.....	398,382	407,824	.....	9,442
Total Foreign.....	1,098,075	1,278,849	.....	180,774
Grand Total (Interstate and Foreign).....	4,720,899	4,062,089	658,810	.....

## NUMBER of Tons and Value of Coal Exported to Interstate and Foreign Ports.

Year ended 30th June—				Increase.	
1924.		1923.			
tons.	value.	tons.	value.	tons.	value.
4,720,899	£5,073,826	4,062,089	£4,349,287	658,810	£724,539

## INTERSTATE and Foreign Shipping out of Newcastle.

Year ended 30th June—				Increase.	
1924.		1923.			
Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
1910	4,087,390	1,678	3,733,864	232	348,526



# APPENDIX XX. RETURN of RECEIPTS and EXPENDITURE at each Station for the year ended 30th June, 1924.

Stations.	No. of hands, including Station-masters.	Total Salaries and Wages Expenditure.	No. of Passengers' Journeys.	RECEIPTS from Tickets and Coaching Traffic.		GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW, AND CHAFF.		Receipts from Goods and Live Stock.		Total Receipts.		Increase.		Stations.
				1924.	1923.	Out.	In.	Out.	In.	Out.	In.	Out.	In.	Out.	In.	1924.	1923.	1924.	1923.	1924.	1923.	
City.	25	7,365	1,830,305	816,356	816,356											816,356	795,323	21,033	21,033			City.
Central.	1,048	954,527	12,124,589	1,577,357	1,577,357											1,577,357	1,545,194	32,163	32,163			Central.
Darling Harbour.	688	170,077	849,587	19,696	19,696	572,239	1,019,671	4,268	641,284	14,309	138,875	6,044	642,851	271	153	1,576,750	1,426,114	150,636	130,686			Darling Harbour.
Redfern.	36	7,826	849,587	19,696	19,696	572,239	1,019,671	4,268	641,284	14,309	138,875	6,044	642,851	271	153	1,576,750	1,426,114	150,636	130,686			Redfern.
Macdonaldtown.	5	1,092	156,407	2,079	2,079											2,079	2,129	49	49			Macdonaldtown.
Newtown.	19	4,765	1,173,610	21,308	21,308	31,723	69,531	76	32,761	90	15,706			77	408	76,158	72,151	4,007	4,007			Newtown.
Stammore.	11	2,553	5,251,347	38,630	38,630											18,090	18,558	468	468			Stammore.
Petersham.	25	5,112	2,113,691	29,913	29,913	2,918	29,144	87	9,042	95	10,932	74		51	311	44,015	48,002	3,987	3,987			Petersham.
Lewisham.	8	2,245	1,174,515	17,871	17,871											17,871	18,446	575	575			Lewisham.
Summer Hill.	13	3,297	2,046,324	38,881	38,881											38,881	42,198	3,317	3,317			Summer Hill.
Ashtfield.	26	6,189	4,013,549	64,060	64,060	1,358	48,061		8,339	32	27,328			22	389	93,457	78,220	15,237	15,237			Ashtfield.
Groydon.	12	2,985	2,690,182	42,679	42,679											42,679	44,042	1,363	1,363			Groydon.
Burwood.	24	5,395	3,831,939	74,807	74,807	7,828	44,709	4,574	10,158	489	31,616			34	489	19,311	19,311					Burwood.
Strathfield.	40	8,899	3,216,345	86,892	86,892	14,442	30,433	25	1,345	619	1,790			248	694	20,955	20,955					Strathfield.
Homebush.	36	7,865	1,300,335	24,454	24,454											869,076	900,146	31,070	31,070			Homebush.
Flemington.	37	10,313	4,066,928	7,979	7,979	14,400	1,066		2,428	32	6,513			2	125	52,706	52,706					Flemington.
Abattoirs.	16	3,628	15,273	287	287											52,706	52,706					Abattoirs.
Lidcombe.	25	4,898	2,343,434	42,714	42,714	5,400	21,047	32	17,044	275	13,468	14		17	307	13,042	13,042					Lidcombe.
Regents Park.	1	222	92,245	1,656	1,656											1,656	1,656					Regents Park.
Annand.	18	4,342	2,740,724	56,404	56,404	3,463	24,350	12	7,309	189	24,056			19	307	74,142	68,780	5,362	5,362			Annand.
Clyde.	2	4,019	426,415	8,619	8,619											62,761	71,380	8,619	8,619			Clyde.
Camellia.	2	627	151,081	3,311	3,311	9,780	17,247	1,053	5,007	910	6,032	1		1	36	17,800	21,111	3,311	3,311			Camellia.
Carlingford.	3	641	100,987	2,474	2,474	558	4,356									3,847	3,847					Carlingford.
Granville.	36	7,902	1,865,282	43,492	43,492	3,785	19,623	24	2,328	97	7,672			67	295	50,876	51,135	259	259			Granville.
Merrylands.	7	1,676	763,718	15,492	15,492	4,703	7,610	12	5,464	531	3,790			8	65	2,642	20,684	20,390	294	294		Merrylands.
Guildford.	9	1,822	883,095	18,460	18,460											19,826	19,826					Guildford.
Fairfield.	13	2,248	882,282	21,386	21,386	1,036	13,246		1,541	149	2,484	2,056	2,056	5	103	4,484	26,875	26,134	741	741		Fairfield.
Canley Vale.	6	911	350,408	5,273	5,273											9,123	8,721	402	402			Canley Vale.
Cabramatta.	4	963	303,178	7,598	7,598	675	4,186		140	207	1,537	3				1,838	9,050	376	376			Cabramatta.
Liverpool.	28	4,802	520,377	20,554	20,554	17,804	19,201	91	5,049	11,619	6,064	1,513	4,793	15	283	11,962	31,950	1,108	1,108			Liverpool.
Glenfield.	3	183	29,176	1,031	1,031											1,031	1,031					Glenfield.
Ingleburn.	5	990	100,695	3,440	3,440	499	2,905		48	10	32			2	45	1,730	5,170	339	339			Ingleburn.
Minto.	5	752	63,767	2,125	2,125											517	2,642	2,688	2,688			Minto.
Campbelltown.	22	3,490	163,672	9,081	9,081	7,397	7,965		327	1,200	677	1		1	24	5,104	14,185	9,081	9,081			Campbelltown.
Narellan.	2	579	20,658	1,430	1,430	9,907	2,820		8		3	105				2,428	3,858	1,430	1,430			Narellan.
Canaden.	6	1,270	39,694	4,674	4,674	15,589	10,283	48	924	4,769	436	145		5	237	9,354	14,028	4,674	4,674			Canaden.
Menangle.	4	1,051	8,168	1,672	1,672	3,141	4,565				80	12		1	30	4,291	5,963	1,672	1,672			Menangle.
Douglas Park.	5	1,059	12,523	2,151	2,151	9,492	8,121				4,264	3		3	87	1,746	3,897	3,897	3,897			Douglas Park.
Malden.	1	109	1,271	143	143											143	143					Malden.
Picton.	15	3,323	25,547	4,227	4,227	6,027	4,401		22		1,393	6		3	101	3,310	7,537	8,054	517	517		Picton.
Thirlmere.	2	350	9,564	1,179	1,179	14,922	3,182	6	25	124		3		1	89	3,711	3,711	143	143			Thirlmere.
Colo Vale.	1	96	1,213	185	185											185	185					Colo Vale.
Braemar.	1	177	786	50	50											50	50					Braemar.
Talmoor.	5	1,056	13,641	2,953	2,953	4,678	10,317		563		133	2		2	58	2,345	5,298	484	484			Talmoor.
Bargo.	2	578	2,669	324	324	607	328									275	600	324	324			Bargo.
Yerrinbool.	2	401	2,336	339	339											339	339					Yerrinbool.
Aylmerton.	12	2,567	34,231	5,475	5,475	5,513	13,976	13	1,406	310	237	427		4	128	10,377	15,862	5,475	5,475			Aylmerton.
Mitigong.	12	2,388	49,313	12,044	12,044	6,170	13,976		6,447	2,062	665	46		17	329	18,055	30,129	12,044	12,044			Mitigong.
Bowral.	1	154	6,643	646	646											646	646					Bowral.
Marudoo.	24	5,355	47,049	12,069	12,069	5,614	10,292		1,603		368	316		12	216	12,037	21,694	9,625	9,625			Marudoo.
Moss Vale.	4	915	9,095	1,177	1,177	1,285	1,136					101		1	13	1,346	2,390	1,136	1,136			Moss Vale.
Exeter.	4	987	15,932	2,493	2,493	376	1,232		30	569	1					376	3,839	4,734	2,551	2,551		Exeter.
Bundanoon.	3	838	3,576	593	593											593	593					Bundanoon.
Penrose.	4	932	7,681	866	866	3,774	631			189	86	3		2	9	1,095	1,038	2,135	497	497		Penrose.
Wingello.	4	856	5,791	883	883	1,394	1,597					17				500	1,780	1,569	211	211		Wingello.
Tallong.	4	1,075	1,407	1,407	1,407							1,561		6	30	1,341	1,188	1,359	171	171		Tallong.
Marulan.	4	844	7,109	414	414	1,779	2,62			107		178				185	599	808	43	43		Marulan.
Towrang.	4	844	7,109	414	414	1,779	2,62			107		178				185	599	808	43	43		Towrang.
North Goulburn.	3	943	1,707	441	441	1,417	1,387			930	26,758	5,473		5		37,987	38,428	450	450			North Goulburn.
Goulburn.	87	20,537	99,400	51,314	51,314	32,430	40,926	15	9,535	628	2,383	1,421		74	48	57,598	104,138	4,774	4,774			Goulburn.
Roslyn.	4	644	2,116	717	717	4,946	3,223									2,097	1,188	909	909			Roslyn.

NOTE.—The tonnage of bales of wool and trucks of hay, straw, and chaff, is included in the Goods Tonnage.



Stations.	No. of hands, including Station-masters.	Total Salaries and Wages Expenditure.	Receipts from Tickets and Coaching Traffic.		GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW, AND CHAFF.		Receipts from Goods and Live Stock.		Total Receipts.		Increase.	Decrease.	Stations.	
			1924.	1923.	Tons.	In.	Tons.	Out.	Tons.	In.	Tons.	Out.	Bales.	In.	Trucks.	1924.	1923.	1924.				1923.
Cookwell.	6	£ 1,310	5,912	3,135	9,091	5,565	...	32	...	110	7,848	...	138	28	£ 10,156	13,391	14,260	...	£ 969	Cookwell.		
Tarago.	7	1,088	3,415	2,025	4,310	2,949	...	8	...	8	3,347	...	6	66	4,133	0,158	0,235	...	77	Tarago.		
Bungendore.	9	1,197	5,710	2,708	1,274	2,112	...	12	...	30	4,123	...	1	29	7,915	8,300	8,300	...	475	Bungendore.		
Queanbeyan.	18	2,644	20,348	14,654	2,226	17,787	...	7,970	...	34	6,008	...	38	114	13,944	33,698	31,269	...	...	Queanbeyan.		
Michelago.	12	980	1,352	1,155	1,169	1,394	...	...	1,464	...	2,567	...	61	16	1,519	2,704	2,493	...	...	Michelago.		
Cooma.	12	1,986	16,782	17,054	3,231	9,067	...	285	...	17	89	...	13	203	23,998	41,052	37,746	...	...	Cooma.		
Nimmitabel.	3	525	4,706	1,700	2,619	2,483	...	26	...	33	2,157	...	3	158	6,473	8,233	7,361	...	...	Nimmitabel.		
Bombala.	4	804	5,642	6,735	2,639	4,523	...	...	...	25	6,327	...	4	...	12,233	18,968	15,078	...	...	Bombala.		
Yarra.	5	905	1,442	202	292	102	...	...	...	3	...	...	2	157	1,562	3,854	3,890	...	35	Yarra.		
Breadalbane.	9	1,074	5,776	1,000	2,403	870	...	...	4,859	...	8	2,213	...	5	6,343	7,343	4,594	...	...	Breadalbane.		
Fish River.	3	803	1,208	127	5	51	...	...	...	...	...	...	...	...	18	145	168	...	23	Fish River.		
Gunning.	5	1,113	10,760	3,666	1,701	2,640	...	...	41	...	25	6,501	...	7	5,628	9,194	8,641	...	...	Gunning.		
Goolong.	2	567	1,557	394	601	315	...	...	...	...	...	...	...	...	337	731	504	...	...	Goolong.		
Jerrawa.	2	144	1,857	157	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Jerrawa.	
Coollie.	3	1,857	11,197	5,313	984	449	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Coollie.	
Yass Junction.	10	2,214	31,921	6,872	6,046	...	...	14	...	...	...	...	...	...	2,174	7,487	6,069	...	...	Yass Junction.		
Bowling.	6	1,391	4,674	1,381	888	682	...	15	...	93	3,476	...	3	42	13,178	20,050	19,590	...	...	Bowling.		
Goondah.	5	1,124	4,755	1,313	1,062	1,707	...	...	128	...	2,985	...	...	...	1,346	2,527	2,682	...	155	Goondah.		
Binalong.	6	1,288	7,716	3,206	2,344	1,204	...	...	883	...	364	...	...	...	721	6,034	1,762	...	...	Binalong.		
Galong.	5	1,180	5,732	1,658	4,532	1,361	...	...	...	...	2,786	...	14	9	2,833	6,039	6,337	...	...	Galong.		
Gooramba.	1	144	46	32	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Gooramba.	
Boorowa.	3	769	9,961	5,719	4,058	3,348	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Boorowa.	
Cunninggar.	3	787	1,070	312	2,686	374	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Cunninggar.	
Harden.	49	11,479	24,091	18,521	2,750	4,219	...	...	74	...	3,648	...	...	...	412	724	804	...	...	Harden.		
Murrumbidgee.	4	823	6,635	1,755	1,609	9,461	...	...	32	...	3,572	...	...	...	11,044	24,568	23,013	...	...	Murrumbidgee.		
Denondrille Jct.	6	1,617	820	93	94	196	...	...	...	...	...	...	...	...	13,531	18,584	18,584	...	...	Denondrille Jct.		
Nubba.	4	721	1,072	237	1,232	186	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Nubba.	
Wallendbeen.	5	1,206	4,010	1,660	3,731	1,088	...	...	437	...	2,345	...	...	...	...	...	...	...	...	...	Wallendbeen.	
Cootamundra West.	53	10,315	42,291	25,257	22,896	21,279	...	...	5	...	43	3,040	...	...	39,141	61,398	61,801	...	...	Cootamundra West.		
Brawlin.	1	961	9,195	4,563	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Brawlin.	
Muttama.	1	145	1,203	62	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Muttama.	
Cooleen.	2	417	3,640	1,351	1,597	1,323	...	...	16	...	17	3,336	...	...	2,811	268	203	...	...	Cooleen.		
Gundagai.	4	846	14,710	6,379	4,687	4,424	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Gundagai.	
Mt. Horeb.	3	558	2,889	2,406	793	1,805	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Mt. Horeb.	
Glennore.	2	482	1,188	838	1,634	1,141	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Glennore.	
Bellrow.	...	1,070	1,001	1,500	1,468	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Bellrow.	
Tumut.	4	823	8,296	4,662	2,376	4,670	...	...	45	...	...	...	...	...	...	...	...	...	...	...	Tumut.	
Stockinbingul.	9	1,146	4,735	2,534	18,635	2,440	...	...	392	...	2	2,139	...	...	...	...	...	...	...	...	Stockinbingul.	
Milvale.	1	336	532	474	16,918	1,837	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Milvale.	
Bribbaree.	1	311	577	506	13,627	2,233	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Bribbaree.	
Quandialla.	2	491	687	584	18,100	1,525	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Quandialla.	
Caragabal.	30	7,859	22,217	16,539	51,501	19,811	...	...	13	...	...	...	...	...	...	...	...	...	...	...	Caragabal.	
Temora.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Temora.	
Ariah Park.	8	719	2,299	2,807	27,852	3,871	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Ariah Park.	
Mirrool.	1	221	1,346	676	4,259	1,582	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Mirrool.	
Beckom.	2	596	1,900	915	5,695	2,060	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Beckom.	
Ardlethan.	4	732	5,351	3,474	26,630	5,293	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Ardlethan.	
Barellan.	3	780	3,839	2,603	20,834	9,755	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Barellan.	
Binya.	...	...	...	150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Binya.	
Yenda.	2	590	2,635	3,108	6,168	5,267	...	...	48	...	...	...	...	...	...	...	...	...	...	...	Yenda.	
Griffith.	11	2,401	11,876	11,752	11,777	14,513	...	...	435	...	8,017	...	...	...	...	...	...	...	...	...	Griffith.	
Hillston.	2	571	2,057	2,771	3,717	2,549	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Hillston.	
Barnham.	4	869	5,818	4,144	36,521	7,133	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Barnham.	
Wyalong.	9	2,429	15,493	10,969	20,165	11,613	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Wyalong.	
Lake Cargelligo.	2	511	4,702	1,280	21,615	4,793	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Lake Cargelligo.	
Penrith.	3	371	1,579	2,320	3,756	2,445	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Penrith.	
Bathunga.	6	1,110	5,352	1,563	2,807	1,075	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Bathunga.	
Hillabo.	8	1,301	7,388	1,190	10,161	1,324	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Hillabo.	

Note.—The tonnage of bales of wool, and trucks of hay, straw, and chaff is included in the Goods Tonnage.



## APPENDIX XX—continued.

Stations.	No. of hands including Station-master.	Total Salaries and Wages Expenditure.	No. of Passengers Journeys.	Receipts from Tickets and Coaching Traffic.	GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW, AND CHAFF.		Receipts from Goods and Live Stock.	Total Receipts.		Increase.	Decrease.	Stations.	
					Receipts.		In.	Out.	In.	Out.	In.	Out.	In.	Out.		In.	Out.				
					Tons.	Tons.															Tons.
Marinna.	4	965	2,671	137	5,470	318			16	1,530	29	57	451	1	400	537	443	94		Marinna.	
June.	76	16,626	42,560	20,109	6,579	12,096				1,182	2,403		374	23	19,577	30,886	42,229	166	2,643	June.	
Old June.	4	662	4,711	619	19,986	1,706				32	543		1,142		2,852	3,351	3,335			Old June.	
Marr.	4	759	6,785	23,457	2,755	2,755			1,310	6	433		1,946		4,440	5,995	6,612		617	Marr.	
Coolamon.	9	1,910	16,716	5,625	48,934	6,154			59	581	959		3,258	2	17,644	23,269	19,221	4,048		Coolamon.	
Gannam.	7	1,445	11,354	3,930	44,212	5,097			10	1,110	878		4,474		14,934	18,329	15,329	3,635		Gannam.	
Matong.	3	706	4,420	1,248	14,494	1,717				42	379		1,230		3,638	4,886	5,524	638		Matong.	
Grong Grong.	2	629	5,917	1,479	13,418	1,821				50	1,337		1,621	3	2,481	3,960	4,478			Grong Grong.	
Narandah.	18	4,337	32,656	17,244	20,499	16,880			1,626	32	5,574	3,092	237	96	37,601	54,845	58,424	121	3,579	Narandah.	
Morundah.	2	365	1,298	692	4,391	1,020				60	646			18	2,420	3,197	2,347			Morundah.	
Widgieva.	2	380	1,741	777	1,162	1,024				643	4,979			19	14,147	17,718	16,025	1,093		Widgieva.	
Jerilderie.	3	753	4,425	8,571	8,935	3,982		472						1	8,841	10,704	8,388			Jerilderie.	
Berrigan.	2	573	3,485	1,863	22,092	3,799			424	46	1,882		18		8,452	10,576	10,156	420		Berrigan.	
Finley.	3	810	3,611	2,124	20,118	3,651				190	1,848			1	25,405	27,279	27,270			Finley.	
Tocumwal.	5	1,150	4,078	1,874	26,252	8,116		9	343		113		143	2	25,405	27,279	27,270			Tocumwal.	
Yanco.	5	1,394	10,865	7,249	18,546	15,408		43	2,991	98	113		79	2	25,405	27,279	27,270			Yanco.	
Leeton.	5	1,304	7,975	6,720	2,377	2,107		43	2,991	98	113		79	2	25,405	27,279	27,270			Leeton.	
Whitton.	2	529	2,281	1,815	1,924	2,243			64	481	193		113	7	3,554	5,369	5,129	240	1,208	Whitton.	
Wilbriggie.	2	576	1,815	1,810	2,296	1,308				448	8,286		2	5	3,031	4,891	4,475	416		Wilbriggie.	
Carrathool.	2	519	4,926	2,989	1,157	1,218			43		3,043			7	3,185	5,474	10,615			Carrathool.	
Hay.	4	1,000	5,488	10,482	1,418	6,489				114	4,633	4		71	21,462	31,944	33,259			Hay.	
Harefield.	6	1,055	2,723	906	13,225	1,393		10	41	333	913		1,101	11	2,044	2,650	3,650			Harefield.	
Bomen.	5	1,039	4,428	216	9,064	605				256	6,932	61	1,568	75	105,914	152,732	141,787	10,945		Bomen.	
Wagga Wagga.	35	7,716	89,402	46,818	49,145	49,985		14	6,637	289					105,914	152,732	141,787			Wagga Wagga.	
Tarcutta.	1	218	681	298	9,669	2,232			5		1,044		45		1,544	2,009	3,21			Tarcutta.	
Humula.	1	346	1,083	465	9,669	2,232				8	2,983		45		1,544	2,009	3,21			Humula.	
Tumbarumba.	2	420	1,640	1,523	2,857	1,424				102	1,142		1,285	3	3,033	3,871	3,830	41		Tumbarumba.	
Urquinty.	6	1,085	8,049	3,338	16,253	3,444		9	147	730	2,540		1,044	15	8,807	13,839	14,246			Urquinty.	
The Rock.	13	2,372	17,996	5,032	39,220	11,608			60		2,550		304	3	9,962	14,018	14,401			The Rock.	
Lockhart.	5	1,208	7,582	4,056	16,803	5,231														Lockhart.	
Boree Creek.	2	573	4,108	1,196	23,479	3,047			8	498	1,505		291	3	3,613	4,809	4,322	487		Boree Creek.	
Urana.	3	516	3,975	1,581	8,253	3,055		91	644	2,230	1,188	14	99	6	5,389	6,970	6,167	803		Urana.	
Oaklands.	5	1,060	6,814	1,490	18,289	9,226				1,569	1,316		493	3	4,513	5,757	4,064	1,763		Oaklands.	
Yerong Creek.	11	1,955	20,178	5,470	37,994	8,350			248		3,630	3	1,611	27	9,422	14,892	15,037			Yerong Creek.	
Henty.	1	82	25	29	90	59									78	107	1,702			Henty.	
Rand.	16	2,959	18,898	5,205	15,820	4,801				490	1,616		385	22	6,239	11,544	12,204			Rand.	
Culcairn.	2	472	3,720	1,355	13,804	3,076				118	2,780		143	6	5,759	7,836	7,106	527		Culcairn.	
Holbrook.	2	513	565	817	14,773	1,738				1,098	687		1,275	14	6,278	7,633	7,106			Holbrook.	
Walla Walla.	2	472	3,720	1,355	13,804	3,076				304	204		1,275	14	6,278	7,633	7,106			Walla Walla.	
Burrumbuttock.	2	513	565	817	14,773	1,738				304	204		1,275	14	6,278	7,633	7,106			Burrumbuttock.	
Brooklesby.	2	565	4,266	817	14,773	1,738				98	408		613	1	1,969	2,302	2,304			Brooklesby.	
Ballale.	2	573	3,430	959	27,084	2,356				1,158	580		613	1	3,655	4,014	3,277			Ballale.	
Corowa.	4	789	5,695	3,390	16,301	1,819				78	77		406		4,654	7,954	7,380			Corowa.	
Georgery.	4	880	2,870	302	1,819	700				2	500		284	1	651	1,213	1,393			Georgery.	
Table Top.	7	974	1,183	474	1,490	273							48		2,411	2,853	3,283			Table Top.	
Albury.	87	20,823	93,249	33,890	81,892	26,455		3	12,249	1	2,584	843	2,630	10	133,578	170,448	158,714	1,912		Albury.	
Alexandria.	77	20,505	103,682	34,716	103,682	34,716		312	50,072		3,025		8,007	23	202,932	202,932	202,932			Alexandria.	
Erskineville.	13	2,519	405,060	7,240												7,240	6,777			Erskineville.	
St. Peters.	15	3,135	738,901	13,693												13,693	13,693			St. Peters.	
Sydenham.	20	4,688	1,626,893	22,631												60,272	56,606			Sydenham.	
Murricville.	7	1,733	1,374,401	19,284												19,340	18,441			Murricville.	
Murric Hill.	10	2,151	907,137	13,290												35,605	35,605			Murric Hill.	
Rozelle.	8	1,639	46,983	26,063	43,821	30,817		78	1,489	324	4,200				22,638	35,928	4,513	5,886		Rozelle.	
Hurlstone Park.	6	1,315	1,283,691	19,548												14	19,560	19,915			Hurlstone Park.
Canterbury.	14	2,011	1,468,674	45,050												5,533	29,169	27,616			Canterbury.
Campsie.	10	2,446	2,994,676	48,098												1,718	48,784	48,046			Campsie.
Enfield.	160	40,669	1,974	1,974												2,272	3,272	1,956			Enfield.
Belmore.	8	1,592	1,535,217	30,697												39,193	36,143	3,050			Belmore.

NOTE.—The tonnage of bales of wool and trucks of hay, straw, and chaff, is included in the Goods Tonnage.



## APPENDIX XX—continued.

Stations.	No. of hands, including Station-masters.	Total Salaries and Wages Expenditure.	No. of Passengers' Journeys.	Receipts from Tickets and Coaching Traffic.	GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW AND CHAFF.		Receipts from Goods and Live Stock.		Total Receipts.		Increase.	Decrease.	Stations.		
					Out.	In.	Tons.	In.	Tons.	Out.	In.	Tons.	Out.	In.	Bales.	Trucks.	In.	£				£	£
Lakemba.	6	1,521	1,742,075	31,264	88	2,835	14	2,835	60	22,037	14	2,835	1	163	4,011	23,129	3,140	.....	.....	Lakemba.			
Punchbowl.	7	1,377	1,227,321	22,343	55	6,256	12	5,121	16	5,339	.....	.....	2	11	3,257	22,018	3,483	.....	.....	Punchbowl.			
Blacktown.	7	1,618	1,755,914	36,931	1,058	11,817	27	6,412	4,717	7,143	.....	.....	11	303	5,255	42,181	7,275	.....	.....	Blacktown.			
Tempe.	7	1,432	573,089	7,549	9,397	13,355	27	6,412	4,717	7,143	.....	.....	1	1	4,822	12,411	11,843	.....	.....	Tempe.			
Arndcliffe.	9	2,366	2,822,456	42,591	152	4,002	50	1,849	12	1,783	.....	.....	.....	55	1,450	42,617	1,424	.....	.....	Arndcliffe.			
Banksia.	8	1,336	1,130,141	17,170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15,994	1,293	.....	.....	Banksia.			
Rockdale.	20	4,570	4,246,345	67,955	528	19,181	.....	2,219	982	5,892	.....	.....	19	219	6,371	74,356	70,829	.....	.....	Rockdale.			
Kogarah.	16	3,540	3,742,275	46,897	1,857	32,160	157	7,558	108	5,856	.....	.....	52	491	8,047	72,423	69,252	.....	.....	Kogarah.			
Carlton.	9	2,019	2,033,119	46,807	1,230	20,399	14	8,211	87	6,340	.....	.....	21	404	8,860	46,807	45,390	.....	.....	Carlton.			
Hurstville.	29	6,417	3,255,509	61,601	1,330	20,399	14	8,211	87	6,340	.....	.....	.....	.....	.....	70,593	2,863	.....	.....	Hurstville.			
Penshurst.	6	1,386	1,048,255	18,381	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18,381	1,103	.....	.....	Penshurst.			
Mortdale.	4	833	777,701	14,257	14,502	1,028	194	3,877	33	345	.....	.....	.....	.....	2,466	16,733	16,124	.....	.....	Mortdale.			
Oatley.	6	1,248	602,607	11,347	56	1,336	.....	238	.....	453	.....	.....	2	27	532	11,879	482	.....	.....	Oatley.			
Como.	5	1,063	131,218	3,183	24	312	.....	.....	10,163	1,072	.....	.....	.....	.....	102	3,285	3,201	.....	.....	Como.			
Sutherland.	14	2,912	680,831	21,834	5,378	18,037	527	3,859	10,163	1,072	.....	.....	8	214	3,411	25,365	24,797	.....	.....	Sutherland.			
Heathcote.	3	895	20,808	666	.....	303	.....	.....	604	.....	.....	.....	.....	.....	135	891	704	.....	.....	Heathcote.			
Waterfall.	16	3,865	28,234	1,498	194	617	.....	723	.....	.....	.....	.....	.....	.....	29	1,794	1,898	.....	.....	Waterfall.			
Helensburgh.	5	1,096	67,312	4,507	1,556	7,565	108,501	.....	16	49	.....	.....	.....	.....	54	13,183	11,427	.....	.....	Helensburgh.			
Offord.	4	944	22,072	918	1,317	207	.....	14	.....	.....	.....	.....	.....	.....	72	990	954	.....	.....	Offord.			
Stanwell Park.	2	333	13,995	782	63	150	.....	.....	16	.....	.....	.....	.....	.....	95	827	1,205	.....	.....	Stanwell Park.			
Coalcliff.	5	1,131	82,926	.....	681	3,048	78,249	6,530	.....	426	.....	.....	.....	.....	5,234	5,294	3,881	.....	.....	Coalcliff.			
Scarborough.	13	2,505	82,926	2,200	1,605	3,529	122,050	19	.....	103	.....	.....	.....	.....	27	18,361	20,570	16,954	.....	.....	Scarborough.		
Colendale.	5	1,139	87,695	2,327	1,289	2,432	84,656	.....	265	.....	.....	.....	.....	.....	14	10,117	12,444	12,921	.....	.....	Colendale.		
Austimur.	8	658	74,249	3,157	389	1,424	.....	341	120	83	.....	.....	.....	.....	19	723	3,883	4,016	.....	.....	Austimur.		
Thirroul.	31	7,432	166,489	6,429	6,055	6,285	99,816	3,891	918	381	.....	.....	8	44	20,899	27,319	15,155	.....	.....	Thirroul.			
Bull.	11	2,298	162,981	6,544	1,275	10,451	57,736	25,640	125	853	.....	.....	7	126	8,418	14,962	16,611	.....	.....	Bull.			
Woonona.	6	1,270	78,139	2,206	1,762	8,645	97,944	39,799	1,688	390	.....	.....	.....	.....	.....	1,995	1,632	.....	.....	Woonona.			
Bellaiah.	8	1,965	122,372	3,992	1,045	5,945	165,369	5,945	140	570	.....	.....	5	73	12,185	20,585	21,134	.....	.....	Bellaiah.			
Corral.	3	682	80,182	1,881	622	5,092	130,194	202	298	1,841	.....	.....	5	49	5,289	16,178	17,294	.....	.....	Corral.			
Balgownie.	2	254	80,069	2,133	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,161	6,892	.....	.....	Balgownie.			
North Wollongong.	31	6,616	510,950	23,493	3,673	22,277	79,829	43,616	40	5,968	.....	.....	65	17	281	38,691	1,375	.....	.....	North Wollongong.			
Wollongong.	5	1,167	25,801	1,411	3,065	12,049	394,527	1,019	68,341	9,890	.....	.....	.....	.....	13	46,251	38,512	.....	.....	Wollongong.			
Port Kembla.	9	1,533	25,140	1,411	3,065	12,049	50,128	122	.....	1,281	.....	.....	2	74	46,251	47,742	44,572	.....	.....	Port Kembla.			
Unanderra.	8	1,278	26,556	2,306	2,340	5,182	31,962	1,100	.....	1,197	.....	.....	3	35	2,844	3,755	4,296	.....	.....	Unanderra.			
Dapto.	2	206	1,901	215	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,091	6,407	.....	.....	Dapto.			
Yallah.	5	1,086	18,965	2,241	3,499	4,525	.....	882	.....	13	.....	.....	.....	.....	.....	215	226	.....	.....	Yallah.			
Albion Park.	7	1,125	15,095	2,241	2,434	4,980	17	1,423	140,713	1,065	.....	.....	1	55	4,585	6,809	6,429	.....	.....	Albion Park.			
Shellharbour.	7	1,548	51,675	6,701	4,053	4,788	80	5,349	275,333	44	.....	.....	.....	.....	16	34,194	36,435	.....	.....	Shellharbour.			
Kiama.	3	555	13,912	1,524	5,061	1,819	.....	642	.....	901	.....	.....	.....	.....	48	62,200	63,051	.....	.....	Kiama.			
Gerrington.	7	796	22,210	3,323	7,251	2,525	22	603	.....	1,149	.....	.....	.....	.....	.....	3,285	2,855	.....	.....	Gerrington.			
Berry.	7	1,473	31,458	11,551	19,193	4,185	359	2,042	15	1,483	.....	.....	.....	.....	48	6,308	7,052	.....	.....	Berry.			
Nowra.	7	1,473	31,458	11,551	19,193	4,185	359	2,042	15	1,483	.....	.....	6	175	9,010	20,621	19,949	.....	.....	Nowra.			
Harris Park.	4	867	681,349	15,001	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,001	14,382	.....	.....	Harris Park.			
Parramatta.	29	6,315	1,814,752	56,584	26,731	62,556	78	9,665	1,857	14,821	18	.....	36	711	31,225	87,512	81,473	.....	.....	Parramatta.			
Castle Hill Line.	5	817	281,947	4,102	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,102	3,557	.....	.....	Castle Hill Line.			
Westmead.	5	1,353	481,552	11,109	429	9,275	.....	2,458	212	7,696	.....	.....	6	83	3,529	14,648	13,703	.....	.....	Westmead.			
Wentworthville.	5	1,353	481,552	11,109	429	9,275	.....	2,458	212	7,696	.....	.....	6	83	3,529	14,648	13,703	.....	.....	Wentworthville.			
Pendle Hill.	2	68	31,443	734	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	734	734	.....	.....	Pendle Hill.			
Toongabbie.	3	351	185,806	4,100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,715	3,715	.....	.....	Toongabbie.			
Seven Hills.	7	1,403	118,704	2,842	3,137	3,216	16	2,593	38,503	3,163	8	.....	1	25	8,309	11,151	10,484	.....	.....	Seven Hills.			
Blacktown.	13	2,063	286,710	7,970	16,121	7,986	6	3,000	229	2,510	1	.....	10	91	4,595	12,565	12,222	.....	.....	Blacktown.			
Quaker's Hill.	1	179	61,121	1,763	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,763	1,882	.....	.....	Quaker's Hill.			
Schofields.	1	143	46,836	1,285	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,285	1,294	.....	.....	Schofields.			
Riverstone.	6	1,076	136,520	5,389	32,698	9,162	15	8,444	9	2,448	.....	.....	4	56	68,897	74,286	69,554	.....	.....	Riverstone.			
Mulggrave.	3	666	20,933	1,173	6,272	1,716	.....	21	.....	68	.....	.....	2	11	11	2,078	2,217	.....	.....	Mulggrave.			
Windsor.	7	1,450	126,968	7,220	15,488	8,291	1	883	113	358	.....	.....	21	190	5,427	12,647	14,171	.....	.....	Windsor.			
Clarendon.	1	101	12,517	298	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	298	298	.....	.....	Clarendon.			
Richmond.	11	1,989	103,618	8,323	13,745	8,388	.....	2,231	.....	3,810	13	.....	2	187	6,845	15,165	16,179	.....	.....	Richmond.			

NOTE.—The tonnage of bales of wool and trucks of hay, straw, and chaff, is included in the Goods Tonnage.



## APPENDIX XX—continued.

Stations.	No. of hands, including station-masters.	Total Salaries and Wages-Expenditure.	No. of Passengers-journeys.	Receipts from Tickets and Coaching Traffic.		GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW, AND CHAFF.		Receipts from Goods and Live Stock.		Total Receipts.		Increase.	Decrease.	Stations.
				1924.	1923.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Bales.	In. Bales.	Out. Trucks.	In. Trucks.	1924.	1923.	1924.	1923.			
Doonside.	1	117	34,504	£ 859	£ 859	6,767	4,908	441	66	1,344	46	4	46	4	46	2,941	539	7,320	7,503	320	183	Doonside.
Rooty Hill.	6	1,405	131,252	4,379	4,379	6,767	4,908	441	66	1,344	46	4	46	4	46	2,941	539	7,320	7,503	320	183	Rooty Hill.
Mount Druitt.	3	550	70,346	2,278	2,278	1,820	92	92	22	632	4	4	4	4	4	838	2,991	3,096	2,991	106	106	Mount Druitt.
St. Mary's.	7	1,099	123,035	4,095	4,095	17,333	4,852	452	796	1,615	108	5	108	5	108	5,690	8,436	9,796	8,436	1,360	254	St. Mary's.
Kingswood.	5	1,111	39,989	1,263	1,263	8,595	2,164	1,679	2,682	635	1	25	25	1	25	2,465	3,983	3,729	3,983	254	254	Kingswood.
Penrith.	51	11,739	245,898	13,422	13,422	4,860	6,969	1,465	15	615	169	19	169	19	169	4,809	20,544	18,231	20,544	2,313	2,313	Penrith.
Emu Plains.	6	1,186	25,049	1,249	1,249	467	1,138	591	121,677	179	4	18	18	4	18	18,197	18,496	19,496	18,496	647	647	Emu Plains.
Glenbrook.	4	939	46,645	2,740	2,740	55	960	20	15	477	1	1	1	1	1	500	3,824	3,300	3,824	524	524	Glenbrook.
Valley Heights.	7	1,840	15,478	570	570	21	272	10	10	477	3	3	3	3	3	213	793	783	793	80	80	Valley Heights.
Springwood.	5	1,295	68,454	5,484	5,484	1,265	3,371	294	7	1,678	8	8	8	8	8	2,418	7,965	7,902	7,965	63	63	Springwood.
Linden.	3	821	3,204	188	188	10	32	7	64	1,678	9	9	9	9	9	64	197	252	197	55	55	Linden.
Woodford.	4	855	22,196	1,421	1,421	57	649	78	13	137	6	6	6	6	6	394	1,840	5,815	1,840	349	349	Woodford.
Hazelbrook.	2	527	33,536	1,855	1,855	38	1,011	78	13	137	6	6	6	6	6	558	2,095	2,444	2,095	349	349	Hazelbrook.
Lawson.	6	1,407	28,198	2,406	2,406	129	1,645	207	10	1,235	20	20	20	20	20	1,371	4,512	4,537	4,512	275	275	Lawson.
Wentworth Falls.	5	1,308	56,463	3,073	3,073	135	2,700	1,164	9	1,303	20	20	20	20	20	2,270	8,641	7,343	8,641	1,298	1,298	Wentworth Falls.
Leura.	22	1,377	87,052	3,170	3,170	237	2,724	817	27	1,303	82	82	82	82	82	2,880	11,009	11,009	11,009	1,773	1,773	Leura.
Katoomba.	3	5,674	161,748	28,071	28,071	2,631	2,173	11,315	70	6,999	248	7	248	7	248	21,363	51,950	49,337	51,950	2,613	2,613	Katoomba.
Mellow Bath.	3	637	24,355	1,478	1,478	981	245	279	69	315	3	3	3	3	3	331	1,145	1,309	1,145	664	664	Mellow Bath.
Blackheath.	10	1,975	54,773	6,901	6,901	499	4,610	1,020	120	171	49	49	49	49	49	3,472	11,074	10,373	11,074	1,301	1,301	Blackheath.
Mount Victoria.	14	3,465	26,011	4,195	4,195	972	1,677	421	313	6,458	2	2	2	2	2	2,382	6,580	6,580	6,580	97	97	Mount Victoria.
Bell.	3	668	1,429	492	492	774	949	18	18	1	1	1	1	1	1	321	1,027	813	1,027	214	214	Bell.
Newnes Junction.	4	1,090	3,808	528	528	6,833	3,954	4,787	119	20	20	17	17	27	393	3,212	3,740	3,740	4,017	277	277	Newnes Junction.
Eskbank.	79	18,752	67,451	21,517	21,517	78,028	45,203	356,989	106,074	140	211,262	1	1	27	393	226,564	248,081	248,081	248,081	90,142	90,142	Eskbank.
Lithgow.	3	551	13,651	4,144	4,144	84	1,444	106,074	140	211,262	1	1	1	1	1	331	1,145	4,144	4,144	432	432	Lithgow.
Bownfels.	6	1,043	6,276	844	844	2,757	3,005	69,423	1,481	758	327	48	48	9	64	11,578	15,585	12,422	15,585	3,163	3,163	Bownfels.
Marrangaroo.	35	8,665	21,647	6,092	6,092	1,875	1,443	12,160	341	311	44	44	44	3	49	2,130	8,916	8,132	8,916	784	784	Marrangaroo.
Wallerawang.	3	751	1,100	292	292	2,232	1,109	18,721	104	7,154	2	2	2	1	10	374	1,819	577	1,819	1,242	1,242	Wallerawang.
Pipers Flat.	7	1,563	11,791	3,511	3,511	158,805	10,119	51,189	1,734	7,154	7	7	7	1	93	122,330	112,992	125,841	112,992	12,849	12,849	Pipers Flat.
Portland.	3	826	3,472	723	723	1,078	1,367	168,725	168	44	53	53	53	38	38	31,693	13,555	32,416	13,555	19,161	19,161	Portland.
Cullen Bullen.	3	895	6,005	1,250	1,250	4,738	1,977	462	1,218	65,401	34	441	441	31	31	1,708	3,364	2,968	3,364	400	400	Cullen Bullen.
Capertee.	5	616	1,915	513	513	374	1,016	18,010	43	35	3	3	3	8	8	7,163	2,655	7,081	2,655	3,026	3,026	Capertee.
Kandos.	5	939	10,931	4,366	4,366	94,311	7,481	14,847	301	3,999	18	2,623	2,623	7	30	4,383	58,186	81,408	58,186	23,282	23,282	Kandos.
Kylstone.	8	1,232	7,725	3,566	3,566	1,352	2,576	71	3,581	17,857	42	1,029	1,029	98	4	1,000	9,866	7,948	9,866	1,918	1,918	Kylstone.
Lue.	3	558	2,643	4,762	4,762	920	8,825	2,160	2,992	2,160	56	5,259	5,259	24	84	20,654	35,636	35,636	35,636	33	33	Lue.
Mudgee.	21	4,189	20,301	14,882	14,882	11,241	8,825	2,160	2,992	2,160	56	5,259	5,259	24	84	20,654	35,636	35,636	35,636	33	33	Mudgee.
Gulgong.	5	1,199	11,710	4,900	4,900	9,955	11,758	760	21,032	55	3,151	105	105	3	90	15,500	26,009	20,400	26,009	5,609	5,609	Gulgong.
Craboon.	1	395	1,217	1,115	1,115	2,632	363	3	3	3	3	3	3	2	3	913	1,654	2,023	1,654	374	374	Craboon.
Leadville.	1	220	1,175	437	437	2,178	697	62	62	175	78	78	78	36	14	1,251	1,910	1,678	1,910	283	283	Leadville.
Coolah.	2	556	2,390	1,378	1,378	1,769	1,769	32	32	7	7	3,609	3,609	36	14	3,762	5,140	5,140	5,140	732	732	Coolah.
Dunedoo.	2	708	2,306	1,931	1,931	2,723	1,934	32	32	7	7	1,117	1,117	5	18	4,659	6,610	6,610	6,610	1,465	1,465	Dunedoo.
Merrygoon.	2	417	2,278	1,332	1,332	3,937	939	939	939	939	9	1,603	1,603	15	10	1,810	2,793	3,142	2,793	349	349	Merrygoon.
Binnaway.	4	712	3,143	1,812	1,812	3,890	3,986	14	422	29	4,646	6	6	6	46	6,080	6,862	7,842	6,862	980	980	Binnaway.
Spring Ridge.	4	720	3,885	2,978	2,978	7,059	5,094	143	143	3	3	120	120	1	4	5,522	19,190	12,509	19,190	6,681	6,681	Spring Ridge.
Combarabran.	4	387	1,203	982	982	10,039	1,728	1,728	1,728	430	26	3,187	3,187	12	109	8,408	8,408	8,408	8,408	8,408	8,408	Combarabran.
Baradine.	1	145	391	206	206	3,915	577	577	577	577	1	35	35	5	21	2,735	3,941	3,941	3,941	3,941	3,941	Baradine.
Gwabegar.	6	1,079	3,497	798	798	1,080	766	35	35	32	18	99	99	3	11	7,011	1,785	1,568	1,785	167	167	Gwabegar.
Rydal.	3	714	4,854	2,132	2,132	2,296	1,549	130	91	16,977	15	14	14	44	44	4,011	2,014	4,517	2,014	1,903	1,903	Rydal.
Sodwalls.	3	1,194	16,230	1,293	1,293	2,296	1,549	130	91	16,977	15	14	14	44	44	4,011	2,014	4,517	2,014	1,903	1,903	Sodwalls.
Tarana.	2	482	3,251	1,293	1,293	1,293	1,549	130	91	16,977	15	14	14	44	44	4,011	2,014	4,517	2,014	1,903	1,903	Tarana.
Oberon.	2	822	3,697	2,256	2,256	1,293	1,549	130	91	16,977	15	14	14	44	44	4,011	2,014	4,517	2,014	1,903	1,903	Oberon.
Locksley.	4	670	1,986	302	302	2,256	1,293	130	91	16,977	15	14	14	44	44	4,011	2,014	4,517	2,014	1,903	1,903	Locksley.
Wambool.	3	986	2,007	244	244	2,246	189	112	112	112	4	197	197	6	2	563	1,070	7,682	1,070	6,474	6,474	Wambool.
Brewongle.	4	876	3,584	108	108	1,292	125	139	85	2,862	1	270	270	223	223	318	662	662	662	282	282	Brewongle.
Raglan.	4	876	3,584	108	108	1,292	125	139	85	2,862	1	270	270	223	223	318	662	662	662	282	282	Raglan.
Kelso.	6	1,330	1,682	529	529	5,403	881	246	246	2,862	60	2,122	2,122	346	346	4,275	4,275	4,275	4,275	419	419	Kelso.
Bathurst.	53	13,477	64,773	30,683	30,683	17,710	22,113	12,361	331	5,219	9	2,747	2,747	113	131	39,978	70,661	70,661	70,661	2,825	2,825	Bathurst.
Perthville.	7	900	7,109	888	888	4,309	1,107	62	62	5,219	9	2,747	2,747	113	131	39,978	70,661	70,661	70,661	476	476	Perthville.

NOTE.—The tonnage of bales of wool and trucks of hay, straw, and chaff is included in the Goods Tonnage.



## APPENDIX XX—continued.

Stations.	No. of hands including station-masters.	Total Salaries and Wages Expenditure.	No. of Passengers' Journeys.	Receipts from Tickets and Coaching Traffic.	GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW, AND CHAFF.		Receipts from Goods and Live Stock.		Total Receipts.		Increase.	Decrease.	Stations.
					Out.	In.	Out.	In.	Out.	In.	Out.	In.	Out.	In.	1924.	1923.	1924.	1923.			
George's Plains	6	1,092	5,758	559	1,072	261					151		98		£ 772	£ 1,331	1,298	£ 33			George's Plains.
Wimbledon	4	856	3,312	435	477	201					224		44		177	612	605	7			Wimbledon.
Newbridge	5	1,240	7,256	1,662	3,688	1,050					1,394		232		2,499	4,161	4,290				Wimbledon.
Blayney	40	8,117	23,888	7,606	10,274	5,921					1,324		495		10,418	18,024	20,151			129	Blayney.
Carcara	5	975	6,053	1,761	1,015	889					1,060		307		1,657	3,418	4,051			212	Blayney.
Mandurana	4	731	6,563	1,338	3,326	1,077					1,777		307		2,113	3,451	3,515			663	Carcara.
Ladnuist	5	1,170	6,740	803	1,174	563							774		1,414	2,317	2,394			64	Mandurana.
Woodstock	6	988	12,294	4,491	11,765	1,554					1,840		409		3,043	7,534	7,080			144	Ladnuist.
Cowra	28	5,776	40,283	10,392	27,509	11,132					2,810		1,892		24,380	43,752	41,949			154	Woodstock.
Canowindra	5	1,256	7,081	3,630	26,773	12,080					3,585		1,115		24,054	37,691	33,849			1,803	Cowra.
Engowra	3	599	1,069	794	13,134	1,652					46		246		3,276	1,070	2,478			6,155	Canowindra.
Wartamondra	5	631	7,164	465	12,995	1,229					1,867		814		1,397	1,802	1,924			1,592	Engowra.
Koorawatha	9	1,355	6,886	1,568	7,459	1,649					2		392		2,126	3,649	4,128			42	Wartamondra.
Greenethorpe	2	586	2,120	930	19,651	1,869					1,068		1,087		2,719	3,640	3,816			439	Koorawatha.
Greenfell	6	4,948	4,948	4,997	20,451	5,909					5,113		2,087		20,635	26,482	26,482			107	Greenethorpe.
Bendick Murrell	2	286	2,174	668	5,519	764					932		266		1,574	1,574	1,574			850	Greenfell.
Monteagle	6	463	2,085	381	2,089	573					858		37		538	919	929			10	Bendick Murrell.
Mirraboona	17	2,667	26,428	16,042	21,237	15,416							42		32,717	48,759	49,754			15	Monteagle.
Young	4	627	3,322	3,362	1,745	401					2,375		19		621	983	905			905	Mirraboona.
Kingsdale	9	1,683	15,047	3,186	28,183	16,458					2,282		1,354		24,276	27,462	23,257			8	Young.
Milthorpe	11	1,462	11,402	1,156	8,840	2,352					175		5		2,089	4,095	3,844			4,205	Kingsdale.
Springhill	64	13,978	103,036	42,232	25,915	38,873					36		384		78,623	120,840	113,387			251	Milthorpe.
Orange	7	915	2,914	572	5,151	1,722					1,062		31		1,718	2,290	2,450			7,459	Springhill.
Borenore	12	1,984	10,826	5,966	22,559	15,434					803		141		15,703	22,064	25,762			190	Orange.
Molong	1	928	5,068	2,119	12,800	2,433					6,005		110		13,713	19,679	20,278			398	Borenore.
Manildra	4	140	2,187	217	14,816	1,116					2,781		80		4,500	6,619	6,664			45	Molong.
Cookamidgeera	41	9,651	36,943	19,211	30,293	14,816					3,900		137		32,196	51,407	51,308			102	Manildra.
Parkes	3	682	3,465	2,001	19,833	4,200					3,627		51		3,433	5,494	6,616			99	Cookamidgeera.
Bogan Gate	7	1,696	7,622	6,838	6,324	19,680					18,712		19		15,703	22,064	25,762			1,122	Parkes.
Condobolin	3	676	1,938	1,926	5,611	3,668					1,552		10		4,920	6,846	9,478			3,698	Bogan Gate.
Tullamore	3	504	1,643	1,006	2,572	2,559					4,050		6		2,864	3,864	7,514			2,692	Condobolin.
Tottenham	15	6,117	2,054	1,336	2,544	1,116					2,396		4		3,267	4,603	7,514			2,650	Tullamore.
Forbes	2	3,724	24,581	15,402	15,982	9,896					8,637		424		27,522	42,924	62,763			131	Tottenham.
Cullya	4	541	211	24	905	433					105		16		216	240	161			19,839	Forbes.
Mullion Creek	4	630	3,838	430	454	303					635		1		270	700	648			79	Cullya.
Kerr's Creek	3	554	4,230	407	2,093	145					427				136	543	440			52	Mullion Creek.
Eucareena	2	525	4,605	744	1,690	377					637				820	1,564	1,718			103	Kerr's Creek.
Store Creek	2	533	3,213	515	1,734	206					327				115	630	733			154	Eucareena.
Stuart Town	6	960	7,071	1,316	1,792	772					323				1,157	2,473	2,778			103	Store Creek.
Mumbil	3	639	4,305	792	1,508	719					1,110		5		1,633	2,425	2,045			39	Stuart Town.
Drinstone	2	543	1,537	373	1,335	163					283				384	779	779			80	Mumbil.
Wellington	30	5,367	32,023	16,873	18,865	17,541					3,196		97		35,078	52,551	50,033			22	Drinstone.
Maryvale	3	461	1,725	341	1,222	217					317		25		2,085	713	873			6,482	Wellington.
Geurie	5	950	8,618	1,062	2,388	1,059					672		26		2,085	3,747	3,934			160	Maryvale.
Wongarbon	3	708	8,754	853	1,403	615					187		28		856	1,709	1,603			187	Geurie.
Entomogo	5	371	2,239	77	327	139							1		21	98	61			104	Wongarbon.
Dubbo	43	9,471	44,917	27,906	14,579	21,840					3,400		82		34,228	67,134	64,004			37	Entomogo.
Emungerie	2	559	2,268	590	8,267	1,596					1,354		221		1,292	1,882	2,455			1,870	Dubbo.
Balladoran	1	185	1,573	307	5,047	507					3,080		14		13,425	19,916	22,131			573	Emungerie.
Gilgandra	5	1,325	10,212	6,491	11,854	5,047					5		18		1,470	1,762	1,439			28	Balladoran.
Curban	1	326	573	292	5,160	1,198					4,096		22		1,470	1,762	1,439			2,215	Gilgandra.
Armatree	1	227	1,436	378	2,184	1,868									978	978	978			303	Curban.
Gular	2	589	3,084	2,935	2,184	1,868					7,278		12		5,923	8,858	9,574			716	Armatree.
Conamble	6	1,399	9,525	11,159	4,331	5,813					191		152		18,736	20,945	30,488			543	Gular.
Ballimore	1	90	302	87	12	56									1,079	1,383	2,265			84	Conamble.
Elong Elong	1	216	721	304	8,558	1,888					1,874		21		116	535	303			882	Ballimore.
Mendooran	1	151	1,140	419	159	10									116	535	303			232	Elong Elong.

Note.—The tonnage of bales of wool and trucks of hay, straw, and chaff is included in the Goods Tonnage.



## APPENDIX XX—continued.

Stations.	No. of hands, including Station-masters.	Total Salaries and Wages Expenditure.	No. of Passengers' Journeys.	Receipts from Tickets and Coaching Traffic.	GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW AND CHAFF.		Receipts from Goods and Live Stock.	Total Receipts.		Increase.	Decrease.	Stations.
					GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW AND CHAFF.							
					Out.	In.	Out.	In.	Out.	In.	Out.	In.	Out.	In.		Out.	In.			
1924.	1924.	1924.	1924.	1924.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Bales.	Trucks.	Trucks.	£	£	1924.	1923.	1924.	1924.
Minore.	1	152	350	70	11,351	11,351	16	11	79	11	7,211	39	28	409	12,628	19,554	99	29	635	Minore.
Narramine.	4	1,920	13,371	6,926	10,736	11,351	16	11	79	11	7,211	39	28	409	12,628	19,554	99	29	635	Narramine.
Peak Hill.	3	685	3,583	2,376	7,991	3,974	77	5	6	5	1,943	8	10	68	7,319	9,695	11,600	1,965	1,151	Peak Hill.
Trangie.	6	1,097	10,310	5,492	1,626	3,272	72	61	61	61	3,702	8	8	118	7,753	13,245	14,396	1,151	1,151	Trangie.
Nevertree.	4	696	4,196	2,039	2,631	1,399	72	6	6	2	5,292	2	4	19	3,395	5,374	6,188	814	814	Nevertree.
Warren.	4	856	8,106	5,982	2,316	3,014	6	6	6	688	12,053	9	9	73	9,012	14,994	16,282	1,288	1,288	Warren.
Mullengudgerie.	2	182	795	442	3,438	3,438	21	4	4	420	5,635	75	75	75	9,344	19,036	19,391	355	355	Mullengudgerie.
Nyngan.	14	2,782	18,380	9,732	2,255	3,438	21	4	4	420	5,635	75	75	75	9,344	19,036	19,391	355	355	Nyngan.
Hermitdale.	1	189	1,029	889	1,329	474	474	3,027	3,027	63	1,942	12	12	12	1,835	2,805	2,805	1,030	1,030	Hermitdale.
Boppy Mountain.	1	390	990	809	1,377	677	16	478	478	48	1,192	16	16	16	1,835	2,805	2,805	1,030	1,030	Boppy Mountain.
Cobar.	2	337	2,413	4,415	3,339	2,135	14	382	382	91	5,602	53	53	53	6,972	11,387	12,840	1,453	1,453	Cobar.
Girilambone.	3	292	859	697	1,409	1,680	361	361	361	33	5,381	14	14	14	2,284	2,981	2,404	577	577	Girilambone.
Coolah.	1	129	674	717	15	32	20	7	7	7	2,780	174	4	4	963	1,933	1,343	540	540	Coolah.
Byrock.	4	559	895	4,068	2,409	3,283	14	2	2	2	14,030	8	8	8	9,691	13,699	13,016	683	683	Byrock.
Brewarrina.	3	704	1,750	4,068	2,409	3,283	14	2	2	2	14,030	8	8	8	9,691	13,699	13,016	683	683	Brewarrina.
Bourke.	8	1,376	4,124	7,735	2,808	4,942	283	42	42	231	15,383	1	1	1	14,749	22,484	24,839	2,355	2,355	Bourke.
North Strathfield.	5	1,010	67,125	11,440	24,056	62,683	1,285	6,431	6,431	19,351	116	6	6	6	43,092	54,532	50,071	4,461	4,461	North Strathfield.
Concord West.	7	1,417	414,053	8,494	2,403	3,981	3	261	261	116	14,449	1	1	1	6,946	15,440	14,449	991	991	Concord West.
Rhodes.	6	1,233	173,972	4,122	52,695	62,921	115	6,667	8	3,855	37	30	30	30	54,231	58,353	46,661	11,692	11,692	Rhodes.
Meadow Bank.	5	1,029	549,571	11,151	185	2,771	15	1,486	2,350	13,816	37	35	35	35	17,779	12,930	12,025	995	995	Meadow Bank.
Ryde.	10	2,042	876,405	19,339	3,168	19,879	15	31,531	67	9,065	68	19	19	19	4,254	32,228	30,643	1,585	1,585	Ryde.
Eastwood.	10	2,031	1,188,564	27,974	638	10,660	44	2,536	23	2,924	63	10	10	10	3,475	31,712	30,019	1,693	1,693	Eastwood.
Epping.	8	1,860	1,120,605	28,237	436	10,201	61	949	23	2,924	63	10	10	10	3,475	31,712	30,019	1,693	1,693	Epping.
Cheltenham.	2	324	221,458	5,274	5,274	5,274	6	5,274	5,274	5,274	5,274	5,274	5,274	5,274	5,274	5,274	5,073	201	201	Cheltenham.
Beecroft.	5	1,135	371,275	9,952	88	2,085	8	214	1,313	1,313	1,313	19	19	19	396	10,349	10,321	28	28	Beecroft.
Pennant Hills.	7	1,551	391,402	7,981	1,988	5,359	145	1,451	905	1,298	1,298	1	1	1	4,197	10,442	8,879	1,563	1,563	Pennant Hills.
Thornleigh.	5	1,149	253,105	6,245	7,655	2,592	3,385	905	1,298	1,298	1,298	1	1	1	4,197	10,442	8,879	1,563	1,563	Thornleigh.
Normanhurst.	3	890	153,796	3,517	3,517	3,517	3,517	3,517	3,517	3,517	3,517	22	22	22	13,038	38,396	40,018	1,622	1,622	Normanhurst.
Hornsby.	58	13,147	821,883	25,338	7,645	16,377	3,043	630	2,530	2,530	2,530	343	343	343	13,038	38,396	40,018	1,622	1,622	Hornsby.
Waitara.	3	709	359,494	7,610	6	16,377	6	16,377	6	16,377	6	22	22	22	7,617	7,041	7,041	576	576	Waitara.
Wahroonga.	7	1,396	627,830	14,544	367	2,010	642	22	1,736	1,736	1,736	1	1	1	1,018	15,602	15,380	213	213	Wahroonga.
Warrawee.	3	679	345,481	8,149	38	38	38	38	38	38	38	4	4	4	5	8,154	7,985	219	219	Warrawee.
Turrumulla.	7	1,427	670,638	15,670	306	5,416	635	10	1,765	1,765	1,765	93	93	93	1,773	17,443	17,256	187	187	Turrumulla.
Pymble.	8	1,451	596,678	13,092	846	6,529	390	549	3,200	3,200	3,200	23	23	23	2,292	15,294	15,725	431	431	Pymble.
Gordon.	9	1,700	790,197	16,753	182	9,093	471	17,361	17,361	17,361	17,361	8	8	8	2,089	18,842	18,990	148	148	Gordon.
Killara.	5	980	745,097	16,039	88	88	88	88	88	88	88	138	138	138	16	16,025	15,076	949	949	Killara.
Lindfield.	11	2,371	1,242,806	26,137	68	5,811	291	13	6,985	6,985	6,985	1	1	1	2,710	28,606	28,606	241	241	Lindfield.
Roseville.	7	1,341	1,539,750	28,697	15	15	15	15	15	15	15	31	31	31	22	28,709	27,893	816	816	Roseville.
Chatswood.	16	2,946	2,172,140	39,945	1,262	23,249	97	14,034	336	336	336	690	690	690	21,065	61,010	58,457	2,553	2,553	Chatswood.
Artarmon.	6	1,143	1,352,775	20,351	52	52	52	52	52	52	52	12	12	12	20,153	20,373	20,153	290	290	Artarmon.
St. Leonards.	11	2,308	706,566	11,776	5,740	41,661	20	14,933	1,576	41,061	32	118	118	118	24,675	30,451	35,392	1,959	1,959	St. Leonards.
Wollstonecraft.	4	915	462,557	6,601	406	1,085	39	343	4,712	4,712	4,712	59	59	59	6,601	6,601	6,601	527	527	Wollstonecraft.
Bay Road.	5	961	594,355	31,804	848	1,507	328	1,322	16	289	16	4	4	4	6,499	6,499	5,898	601	601	Bay Road.
Milsons Point.	48	11,182	998,837	21,546	164	770	463	164	130	130	130	1	1	1	2,067	33,251	33,251	108	108	Milsons Point.
Sydney Ferries.	3	820	698,629	21,463	164	770	463	164	130	130	130	1	1	1	2,067	21,463	20,415	1,130	1,130	Sydney Ferries.
Kuring-gai.	2	348	31,096	1,425	41	77	41	41	17,346	145	1,218	36	36	36	528	439	439	39	39	Kuring-gai.
Berowra.	2	315	31,096	1,425	41	77	41	41	17,346	145	1,218	36	36	36	528	439	439	26	26	Berowra.
Cowan.	3	815	4,765	119	3,695	3,819	1,833	9,801	12,617	12,617	12,617	52	52	52	1,451	1,451	1,451	18	18	Cowan.
Hawkesbury River.	9	1,555	15,958	607	1,082	820	147	12	70	70	70	22	22	22	16	135	153	226	226	Hawkesbury River.
Woy Woy.	8	1,651	37,641	5,426	3,695	3,819	1,833	9,801	12,617	12,617	12,617	52	52	52	1,451	1,451	1,451	79	79	Woy Woy.
Point Clare.	1	160	18,704	14,908	914	914	8	412	313	2,093	12	7	7	7	1,436	6,872	6,646	835	835	Point Clare.
Gosford.	13	3,189	88,971	14,908	9,801	12,617	8	412	313	2,093	12	7	7	7	1,436	6,872	6,646	835	835	Gosford.
Narara.	9	1,555	15,958	607	1,082	820	147	12	70	70	70	22	22	22	16	135	153	226	226	Narara.
Lisarow.	7	1,265	22,540	1,882	6,679	2,775	33	4	43	43	43	27	27	27	1,437	1,437	1,344	143	143	Lisarow.
Ournimbah.	7	1,265	22,540	1,882	6,679	2,775	33	4	43	43	43	27	27	27	1,437	1,437	1,344	143	143	Ournimbah.
Tuggerah.	4	745	6,868	845	2,655	994	218	28	371	371	371	10	10	10	1,716	4,780	4,780	598	598	Tuggerah.
Wyong.	12	2,709	45,265	8,443	12,506	7,862	218	28	371	371	371	10	10	10	1,716	17,657	17,657	1,016	1,016	Wyong.
Warnervale.	3	222	4,013	405	405	405	405	405	405	405	405	405	405	405	405	405	405	60	60	Warnervale.

NOTE.—The tonnage of bales of wool and trucks of hay, straw, and chaff is included in the Goods Tonnage.



## APPENDIX XX—continued.

Stations.	No. of hands, including Station-masters.	Total Salaries and Wages Expended.	No. of Passengers' Journeys.	Receipts from Tickets and Coaching Traffic.		GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW, AND CHAFF.		Receipts from Goods and Live Stock.	Receipts.		Increase.	Decrease.	Stations.
				1924.	1924.	Out.	In.	Tons.	In.	Tons.	Out.	In.	Tons.	Out.	In.		Out.	In.			
Wyee.	4	982	9,585	£ 881	4,780	538	.....	.....	.....	.....	.....	.....	.....	.....	9	£ 491	1,372	2,212	£ 840	Wyee.	
Morrisett.	5	1,194	26,008	2,925	6,101	1,823	.....	.....	.....	.....	.....	.....	.....	.....	13	1,561	4,486	4,093	307	Morrisett.	
Dora Creek.	5	1,298	33,015	3,213	10,688	4,964	.....	.....	.....	.....	.....	.....	.....	.....	43	6,940	10,153	8,952	.....	Dora Creek.	
Awaba.	4	850	11,081	712	7,632	496	.....	.....	.....	.....	.....	.....	.....	.....	10	2,231	2,943	1,659	.....	Awaba.	
Fassifern.	6	1,346	94,651	3,208	140	576	.....	.....	.....	.....	.....	.....	.....	.....	1	404	3,612	3,307	405	Fassifern.	
Toronto.	6	1,089	200,573	7,626	1,287	4,948	.....	.....	.....	.....	.....	.....	.....	.....	24	2,093	9,665	9,189	476	Toronto.	
Terahua.	8	2,051	116,659	3,464	576	2,496	.....	.....	.....	.....	.....	.....	.....	.....	32	10,361	13,825	7,221	6,094	Terahua.	
Cockle Creek.	17	3,920	317,293	10,441	37,150	29,206	.....	.....	.....	.....	.....	.....	.....	.....	20	20,971	31,412	23,807	7,605	Cockle Creek.	
Cardiff.	7	1,604	319,753	5,924	289	2,653	.....	.....	.....	.....	.....	.....	.....	.....	3	439	6,353	5,301	1,062	Cardiff.	
Adamstown.	22	4,462	648,454	6,202	984	12,084	.....	.....	.....	.....	.....	.....	.....	.....	90	1,840	8,042	7,001	441	Adamstown.	
Belmont.	3	693	82,718	692	612	3,547	.....	.....	.....	.....	.....	.....	.....	.....	20	1,728	3,740	3,621	119	Belmont.	
Broadmeadow.	11	2,302	246,039	9,858	317	3,620	.....	.....	.....	.....	.....	.....	.....	.....	6	1,289	11,147	12,073	936	Broadmeadow.	
Newcastle.	195	46,612	734,714	137,908	73,151	60,682	.....	.....	.....	.....	.....	.....	.....	.....	13	703,266	841,174	752,332	88,842	Newcastle.	
Berthing Master.	25	6,306	263,241	16,788	31,239	55,174	.....	.....	.....	.....	.....	.....	.....	.....	385	10,006	10,006	10,006	.....	Berthing Master.	
Honeysuckle.	219	50,624	.....	.....	134,100	71,051	.....	.....	.....	.....	.....	.....	.....	.....	6	47,860	64,048	61,049	2,605	Honeysuckle.	
Bullock Island.	33	6,670	.....	.....	20,274	49,390	.....	.....	.....	.....	.....	.....	.....	.....	2	207,179	207,179	66,818	.....	Bullock Island.	
Woodville.	21	4,685	641,990	21,359	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31	31,088	52,447	47,201	5,246	Woodville.	
Hamilton.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Hamilton.
Tighe's Hill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41	.....	68	.....	27	Tighe's Hill.
Waratah.	16	3,769	406,532	11,610	15,546	14,931	.....	.....	.....	.....	.....	.....	.....	.....	.....	118	16,515	28,125	2,355	.....	Waratah.
Wallsend.	8	1,871	122,806	1,940	5,791	12,387	.....	.....	.....	.....	.....	.....	.....	.....	17	4,428	6,368	5,744	624	Wallsend.	
Sandgate.	4	901	35,423	804	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	804	749	.....	Sandgate.
Hexham.	12	2,238	68,599	2,845	198	5,903	.....	.....	.....	.....	.....	.....	.....	.....	63	2,740	5,585	4,903	55	Hexham.	
Tarro.	4	1,052	37,639	1,165	6,818	433	.....	.....	.....	.....	.....	.....	.....	.....	1	283	1,442	1,613	1,405	Tarro.	
Thornton.	6	1,301	57,732	1,635	36,283	1,097	.....	.....	.....	.....	.....	.....	.....	.....	3	6,048	7,683	4,129	165	Thornton.	
East Maitland.	21	4,758	985,779	11,305	18,199	8,900	.....	.....	.....	.....	.....	.....	.....	.....	438	16,340	16,340	17,169	829	East Maitland.	
Morpeth.	3	1,518	137,588	4,585	11,993	4,396	.....	.....	.....	.....	.....	.....	.....	.....	321	5,055	13,275	15,312	.....	Morpeth.	
High-street.	.....	717	132,419	5,455	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,455	5,013	442	.....	High-street.
West Maitland.	69	15,004	598,317	44,836	21,328	106,378	.....	.....	.....	.....	.....	.....	.....	.....	361	72,805	117,641	112,350	2,097	West Maitland.	
East Greta Line.	.....	.....	205,264	17,866	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17,866	19,963	5,291	.....	East Greta Line.
Telerah.	7	1,088	25,801	2,253	4,081	2,264	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	502	516	14	.....	Telerah.
Paterson.	4	760	11,202	815	2,561	613	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	502	5,076	561	.....	Paterson.
Martin's Creek.	4	645	2,434	412	1,746	330	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,697	11,005	662	.....	Martin's Creek.
Wallarobba.	9	2,096	38,884	10,398	16,714	19,284	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	327	827	290	.....	Wallarobba.
Dunrobin.	8	1,052	6,580	2,356	20,602	10,091	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,277	20,816	1,141	.....	Dunrobin.
Stroud Road.	16	1,888	21,126	7,247	10,889	7,285	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,636	14,962	24	.....	Stroud Road.
Gloucester.	5	516	5,401	1,104	5,330	1,069	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15,955	10,277	322	.....	Gloucester.
Mt. George.	2	1,706	98,335	11,056	6,339	3,397	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,413	2,943	470	.....	Mt. George.
Wingham.	11	3,109	36,382	20,707	12,093	9,667	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17,687	14,955	387	.....	Wingham.
Taree.	20	823	12,173	7,884	17,189	2,303	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35,238	34,241	997	.....	Taree.
Coopersbrook.	8	977	12,173	7,884	17,189	2,303	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,345	3,345	291	.....	Coopersbrook.
Wauchope.	10	1,554	26,139	18,611	7,164	3,404	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,319	12,319	1,718	.....	Wauchope.
Kempsey.	5	1,252	16,210	11,041	2,659	9,572	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	92,798	24,756	1,958	.....	Kempsey.
Macksville.	2	472	5,999	2,690	554	1,491	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18,301	24,526	5,925	.....	Macksville.
Urunga.	3	698	7,236	4,914	7,204	4,496	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,562	684	3,878	.....	Urunga.
Raleigh.	4	823	14,183	6,251	7,543	85	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8,221	8,221	4,856	.....	Raleigh.
Bonville.	1	365	4,521	1,591	6,847	3,817	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56	56	66	.....	Bonville.
Coff's Harbour.	4	920	14,183	6,251	7,543	352	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,464	10,715	3,389	.....	Coff's Harbour.
Coramba.	1	385	4,521	1,591	6,847	3,817	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,513	2,438	666	.....	Coramba.
Glenough.	9	484	4,969	1,628	17,592	8,563	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,333	3,104	5,065	.....	Glenough.
South Grafton.	10	2,485	23,091	20,977	4,920	11,152	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,180	10,561	10,369	.....	South Grafton.
Grafton.	6	1,419	10,068	6,140	5,847	5,688	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,346	11,312	1,968	.....	Grafton.
Rappville.	1	320	1,704	558	26,332	1,114	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,844	1,923	1,968	.....	Rappville.
Casino.	7	1,975	23,292	10,274	7,081	15,486	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16,227	15,944	79	.....	Casino.
Lismore.	4	1,931	80,407	24,974	21,707	85,678	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,115	15,016	953	.....	Lismore.
North Lismore.	31	7,508	80,407	24,974	21,707	85,678	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18,339	48,313	1,466	.....	North Lismore.
Bexhill.	1	345	7,078	705	3,097	3,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,070	1,778	813	.....	Bexhill.

NOTE.—The tonnage of bales of wool and trucks of hay, straw, and chaff is included in the Goods Tonnage.



## APPENDIX XX—continued.

Stations.	No. of hands including Station-masters.	Total Salaries and Wages Expenditure.	No. of Passengers' Journeys.	Receipts from Tickets and Coaching Traffic.	GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW AND CHAFF.		Receipts from Goods and Live Stock.		Total Receipts.		Increase.	Decrease.	Stations.
					Out.	In.	Out.	In.	Out.	In.	Out.	In.	Out.	In.	£.	£.	£.	£.			
Eltham	1	174	8,056	527	649	1,280									4	443	970	1,094	124		Eltham.
Booyong	1	200	6,625	407													407	409			Booyong.
Nashua	1	154	2,740	247													247	365	118		Nashua.
Binnu Barra	1	161	3,365	283													283	365	47		Binnu Barra.
Bangalow	4	963	35,981	3,704	2,415	5,155		17							13	1,978	5,682	5,946	264		Bangalow.
Byron Bay	12	2,632	35,881	5,916	18,742	22,313									11	11,917	17,833	21,525	3,692		Byron Bay.
Mullumbimby	4	1,089	35,849	4,743	12,818	6,121		20							9	2,986	7,729	9,528	1,799		Mullumbimby.
Bilimudgel	1	202	9,888	505											1	237	733	730			Bilimudgel.
Burringbar	2	392	17,420	774	1,997	1,424		128									1,296	1,476	180		Burringbar.
Murwillumbah	8	2,490	59,698	19,754	7,767	17,747		1,930							16	5,637	25,411	26,172	761		Murwillumbah.
Farley	4	1,180	6,450	471	1,772	570		20,438									34,194	40,621	5,956		Farley.
Lochinvar	4	1,952	6,440	582	1,017	453		79									790	1,109	319		Lochinvar.
Allandale	3	672	6,061	623	307	214		24							1	402	955	1,099	165		Allandale.
Gretna	5	1,270	32,970	2,583	264	4,603		62							3	3,184	5,767	6,336	589		Gretna.
Braxton	6	1,375	29,352	3,321	7,079	3,786		712							14	3,823	7,144	6,966			Braxton.
Belford	2	238	4,770	312											47		312	294	18		Belford.
Murrumbidgee	3	811	416	50	84	27		110							1		54	39	15		Murrumbidgee.
Whittingham	3	833	3,315	822	118	1,379		38							28	2,353	3,175	2,973			Whittingham.
Singleton	37	8,470	49,623	17,129	10,244	13,739		2,971							94	28,245	43,374	43,161			Singleton.
Padulla	3	633				15		150										196			Padulla.
Nundah	3	780	892	149	222	84		1,488									204	154			Nundah.
Glennie's Creek	1	84	590	79	75	35									2	32	111	136	43		Glennie's Creek.
Ravensworth	5	916	3,879	637	1,203	860		15							8	937	1,634	1,846	212		Ravensworth.
Antony	4	842	2,888	74													74	74			Antony.
Muswellbrook	28	4,976	29,310	13,678	3,835	8,800		23,195							28	98,377	42,955	35,715			Muswellbrook.
Dennan	2	507	2,076	1,064	1,993	3,220		561							29	3,752	4,816	6,011	419		Dennan.
Sandy Hollow	1	172	542	244													244	287	43		Sandy Hollow.
Merriva	2	620	813	853	1,440	2,379		57							3	6,275	7,131	7,293	162		Merriva.
Aberdeen	10	2,063	10,683	5,232	4,187	5,632		13							27	9,557	14,789	18,143	3,354		Aberdeen.
Scorne	14	2,587	29,392	10,688	3,548	6,889		512							110	16,209	26,821	22,231			Scorne.
Parkville	4	839	1,890	978	271	219									7	331	609	740	181		Parkville.
Wingen	7	965	2,680	484	101	408									8	805	1,238	1,057			Wingen.
Blandford	5	972	1,013	406	404	436									3	1,147	1,553	1,462			Blandford.
Murrumbidgee	28	5,774	10,508	4,802	759	1,857		184							20	4,369	9,231	9,029			Murrumbidgee.
Ardglen	6	1,106	2,277	197	73	85											1,123	298			Ardglen.
Willow-tree	6	1,145	5,989	1,567	2,311	1,437		29							15	3,164	4,781	3,890			Willow-tree.
Braefield	3	804	420	61													61	101	40		Braefield.
Quirindi	10	3,090	23,256	12,375	6,565	7,491		1,420							14	20,171	32,546	31,839			Quirindi.
Quirindi	57	777	851	135	175	78		8							2	84	219	310	91		Quirindi.
Werris Creek	4	1,019	31,268	6,819	907	3,052		317							18	6,724	13,543	10,955			Werris Creek.
Breeza	5	956	9,196	737	1,587	3,334		737							1	1,793	2,530	1,955			Breeza.
Curlew	5	1,211	9,196	1,898	793	1,252		7,015							27	4,311	6,179	6,957	778		Curlew.
Gunnedah	10	2,803	16,016	13,118	13,425	13,403		2,193							18	37,272	50,390	45,621			Gunnedah.
Emerald Hill	3	874	1,156	526	241	472		2,127							5	504	1,050	1,013			Emerald Hill.
Bogabri	8	1,544	7,437	4,313	3,600	2,330		398							49	9,408	13,719	16,151			Bogabri.
Baan Ba	4	726	3,250	974	861	517											1,372	2,346			Baan Ba.
Turravan	2	573	520	255	686	208		12									379	634			Turravan.
Narrabri West	20	4,850	6,266	1,281	1,954	830		33							12	2,103	3,384	3,337			Narrabri West.
Wee Wee	3	691	5,945	3,490	3,502	2,361		13							4	70	12,802	11,432			Wee Wee.
Merah North	1	324	1,172	653	453	553		30							70	9,312	8,013	2,169			Merah North.
Burren Junction	3	689	2,719	2,657	1,983	1,926									3	4,418	7,075	7,976			Burren Junction.
Cryon	1	396	559	574	427	555									1	673	1,247	1,272			Cryon.
Walgett	4	954	2,846	6,303	2,481	3,672		17							84	11,582	17,975	20,496			Walgett.
Rowena	2	271	905	887	777	1,282									4	4,064	4,943	4,003			Rowena.
Pokataroo	2	357	1,846	3,913	1,777	2,391									5	9,560	12,772	9,184			Pokataroo.
Narrabri	9	2,380	17,274	12,807	8,239	8,239		808							116	18,724	31,631	31,867			Narrabri.
Edgeroi	1	318	1,068	840	1,882	501		13							6	475	815	985			Edgeroi.
Bellata	2	483	2,635	1,065	2,286	965									5	4,766	6,361	4,972			Bellata.

NOTE.—The tonnage of bales of wool, and trucks of hay, straw, and chaff is included in the Goods Tonnage.







## APPENDIX

STATEMENT OF ACCOUNT OF THE WORKING EXPENSES AND  
COMPARED WITH THE

DR.

TRAM

WORKING EXPENSES.	YEAR ENDED 30TH JUNE.	
	1924.	1923.
CITY AND SUBURBAN (ELECTRIC).	£ S. D.	£ S. D.
To MAINTENANCE OF WAY AND STRUCTURES.....	424,120 2 8	424,718 13 10
MAINTENANCE OF PLANT.....	471,989 1 9	474,574 16 0
POWER EXPENSES.....	137,365 12 3	140,083 19 6
TRAFFIC EXPENSES.....	1,326,524 4 3	1,286,955 19 6
COMPENSATION.....	18,689 19 4	18,678 19 0
GENERAL CHARGES.....	25,876 8 3	35,472 12 5
	2,404,565 8 6	2,380,485 0 3
NORTH SYDNEY (ELECTRIC).		
To MAINTENANCE OF WAY AND STRUCTURES.....	49,097 5 3	55,142 5 7
MAINTENANCE OF PLANT.....	32,696 5 6	35,980 1 8
POWER EXPENSES.....	22,141 16 7	22,213 17 3
TRAFFIC EXPENSES.....	137,367 12 4	135,310 6 8
GENERAL CHARGES (including Compensation).....	3,123 8 10	4,023 5 4
	244,426 8 6	252,669 16 6
MANLY TO NARRABEEN (ELECTRIC).		
MANLY TO THE SPIT (ELECTRIC).		
To MAINTENANCE OF WAY AND STRUCTURES.....	11,275 13 11	12,696 17 4
MAINTENANCE OF PLANT.....	7,226 19 4	7,863 11 4
POWER EXPENSES.....	7,127 4 9	7,017 19 1
TRAFFIC EXPENSES.....	28,329 3 0	27,347 13 0
GENERAL CHARGES (including Compensation).....	906 2 3	587 8 3
	54,865 3 3	55,513 9 0
ASHFIELD TO MORTLAKE AND CABARITA (ELECTRIC).		
To MAINTENANCE OF WAY AND STRUCTURES.....	22,339 17 10	19,825 14 10
MAINTENANCE OF PLANT.....	8,374 0 7	6,723 11 1
POWER EXPENSES.....	7,369 11 6	7,038 18 8
TRAFFIC EXPENSES.....	31,397 8 7	30,543 2 9
GENERAL CHARGES (including Compensation).....	640 11 9	736 3 8
	70,121 10 3	64,867 11 0
* PARRAMATTA TO NORTHMEAD-WOOLLEN MILLS (STEAM).		
To MAINTENANCE OF WAY, WORKS, AND STATIONS.....	2,826 0 11	1,941 5 7
LOCOMOTIVE POWER.....	4,274 3 11	8,021 6 3
REPAIRS AND RENEWALS OF CARS.....	354 13 5	1,029 14 6
TRAFFIC EXPENSES.....	2,288 12 5	3,401 1 0
GENERAL CHARGES (including Compensation).....	83 0 7	405 0 7
	9,826 11 3	14,798 7 11
ARNCLIFFE TO BEXLEY (STEAM).		
To MAINTENANCE OF WAY, WORKS, AND STATIONS.....	827 5 7	1,202 0 7
LOCOMOTIVE POWER.....	5,077 8 11	5,960 18 1
REPAIRS AND RENEWALS OF CARS.....	687 18 9	461 15 10
TRAFFIC EXPENSES.....	2,150 2 3	2,406 17 5
GENERAL CHARGES.....	96 9 0	90 2 10
	8,839 4 6	10,121 14 9
ROCKDALE RAILWAY STATION TO BRIGHTON-LE-SANDS (ELECTRIC).		
To MAINTENANCE OF WAY AND STRUCTURES.....	1,073 15 0	1,196 3 1
MAINTENANCE OF PLANT.....	1,426 9 4	853 9 5
POWER EXPENSES.....	668 6 9	601 0 0
TRAFFIC EXPENSES.....	3,902 17 4	3,634 5 5
GENERAL CHARGES (including Compensation).....	98 10 2	93 18 8
	7,169 18 7	6,378 16 7
CARRIED FORWARD.....£	2,799,814 4 10	2,784,834 16 0

\* The section from Northmead to Castle Hill was converted to a Railway from 28th January, 1923.



XXI.

EARNINGS FOR THE YEAR ENDED 30TH JUNE 1924, AS  
CORRESPONDING PERIOD IN 1923.

WAYS.

CR.

EARNINGS.		YEAR ENDED 30TH JUNE.	
		1924.	1923.
		£   s.   d.	£   s.   d.
CITY AND SUBURBAN (ELECTRIC).			
	1924. No.	1923. No.	
By PASSENGERS, &C. ....	280,312,815	272,938,712	2,969,698 2 8      2,945,633 11 0
NORTH SYDNEY (ELECTRIC.)			
By PASSENGERS, &C. ....	27,135,282	27,659,118	280,798 7 4      292,487 11 10½
MANLY TO NARRABEEN (ELECTRIC).			
MANLY TO THE SPIT (ELECTRIC)			
By PASSENGERS, &C. ....	4,742,938	4,663,687	66,830 4 11      66,610 16 9
ASHFIELD TO MORTLAKE AND CABARITA (ELECTRIC).			
By PASSENGERS, &C. ....	6,954,382	6,638,953	64,075 0 7      62,366 4 9
PARRAMATTA TO NORTHMEAD-WOOLLEN MILLS (STEAM).			
By PASSENGERS, &C. ....	568,365	836,976	5,341 11 2      10,284 12 10
ARNCLIFFE TO BEXLEY (STEAM).			
By PASSENGERS, &C. ....	652,048	613,700	6,052 9 10      5,827 3 6
ROCKDALE RAILWAY STATION TO BRIGHTON-LE-SANDS (ELECTRIC).			
By PASSENGERS, &C. ....	1,257,342	1,029,755	10,225 5 9      8,824 8 6
CARRIED FORWARD .....	321,623,202	314,380,901	3,403,021 2 3      3,392,034 9 3



STATEMENT OF ACCOUNT OF THE WORKING EXPENSES AND  
COMPARED WITH THE

DR.

TRAM

WORKING EXPENSES.	YEAR ENDED 30TH JUNE.	
	1924.	1923.
	£   s.   d.	£   s.   d.
BROUGHT FORWARD .....	2,799,814   4   10	2,784,834   16   0
KOGARAH TO SANS SOUCI (STEAM).		
To MAINTENANCE OF WAY, WORKS, AND STATIONS.....	2,819   6   8	3,591   16   1
LOCOMOTIVE POWER.....	14,116   16   3	12,582   19   5
REPAIRS AND RENEWALS OF CARS.....	1,748   15   1	1,455   11   7
TRAFFIC EXPENSES .....	6,522   17   4	6,796   4   10
GENERAL CHARGES (including Compensation) .....	431   2   8	3,243   5   0
	25,638   18   0	27,669   16   11
SUTHERLAND TO CRONULLA (STEAM).		
To MAINTENANCE OF WAY, WORKS, AND STATIONS .....	2,725   18   1	2,043   14   7
LOCOMOTIVE POWER.....	10,826   7   7	13,543   8   6
REPAIRS AND RENEWALS OF CARS .....	1,169   9   11	937   5   9
TRAFFIC EXPENSES .....	5,460   3   3	6,353   13   9
GENERAL CHARGES (including Compensation).....	231   12   1	1,288   15   0
	20,413   10   11	24,166   17   7
NEWCASTLE CITY AND SUBURBAN (STEAM & ELECTRIC). (Partly electrified 17.12.'23.)		
To MAINTENANCE OF WAY, WORKS, AND STATIONS.....	32,588   17   0	43,759   10   0
POWER EXPENSES .....	65,136   11   1	68,900   13   2
MAINTENANCE OF PLANT .....	41,403   1   9	48,845   7   6
TRAFFIC EXPENSES .....	70,522   1   10	57,379   2   10
GENERAL CHARGES (including Compensation) .....	2,443   18   2	1,874   3   8
	212,094   9   10	220,758   17   2
EAST TO WEST MAITLAND (STEAM).		
To MAINTENANCE OF WAY, WORKS, AND STATIONS .....	1,538   9   4	993   7   0
LOCOMOTIVE POWER .....	4,897   0   10	5,557   5   10
REPAIRS AND RENEWALS OF CARS .....	220   12   9	294   16   8
TRAFFIC EXPENSES .....	2,737   16   8	2,650   0   9
GENERAL CHARGES.....	91   12   8	75   14   4
	9,485   12   3	9,571   4   7
BROKEN HILL (STEAM).		
To MAINTENANCE OF WAY, WORKS, AND STATIONS.....	1,692   18   10	1,829   6   6
LOCOMOTIVE POWER.....	15,131   9   11	15,075   10   1
REPAIRS AND RENEWALS OF CARS .....	1,258   0   3	826   17   10
TRAFFIC EXPENSES .....	5,795   1   10	7,328   3   11
GENERAL CHARGES (including Compensation) .....	206   17   6	244   14   3
	24,084   8   4	25,304   12   7
TOTAL WORKING EXPENSES .....	3,091,531   4   2	3,092,306   4   10
BALANCE, } AFTER PAYING WORKING EXPENSES. }	£ 542,384   2   9	505,807   1   10
GRAND TOTAL .....	£ 3,633,915   6   11	3,598,113   6   8



XXI—continued

EARNINGS FOR THE YEAR ENDED 30TH JUNE 1924, AS  
CORRESPONDING PERIOD IN 1923.

WAYS.

CR.

EARNINGS.		YEAR ENDED 30TH JUNE.			
		1924.		1923.	
	1924. No.	1923. No.	£	S. D.	£ S. D.
BROUGHT FORWARD .....	321,623,202	314,380,901	3,403	021 2 3	3,392,034 9 3
KOGARAH TO SANS SOUCI (STEAM)					
BY PASSENGERS, &C. ....	1,508,219	1,411,233	19,053	9 6	18,362 4 1
SUTHERLAND TO CRONULLA (STEAM).					
BY PASSENGERS, &C. ....	921,587	1,034,850	16,743	3 0	19,543 6 9
NEWCASTLE CITY AND SUBURBAN (STEAM & ELECTRIC).					
BY PASSENGERS, &C. ....	14,649,179	12,086,838	170,713	16 1	145,167 14 10
EAST TO WEST MAITLAND (STEAM).					
BY PASSENGERS, &C. ....	863,837	740,490	8,720	3 10	8,059 16 1
BROKEN HILL (STEAM).					
BY PASSENGERS, &C. ....	1,393,701	1,347,510	15,663	12 3	14,945 15 5
GRAND TOTAL .....	340,957,725	331,001,822	3,633,915	6 11	3,598,113 6 8

T. J. HARTIGAN,  
Chief Accountant.



## APPENDIX XXII.

## ABSTRACT of Working Expenses for the years ended 30th June, 1924 and 1923.

## CITY AND SUBURBAN ELECTRIC LINES.

Particulars.		Year ended 30th June.		Particulars.	Year ended 30th June.	
1924.	1923.	1924.	1923.			
<b>Maintenance of Way and Structures.</b>				<b>Traffic Expenses.</b>		
Proportion of Salaries and Expenses of Engineer and Staff .....	13,087	12,217	Proportion of Salaries and Expenses of Tramway Traffic Manager and Staff .....	47,450	47,173	
Repairs and renewals of Permanent-way .....	353,856	354,216	Wages of Conductors and Motormen .....	982,193	948,988	
" "						

T. J. HARTIGAN,  
Chief Accountant.



# APPENDIX XXIII.

## ABSTRACT of Working Expenses for the years ended 30th June, 1924 and 1923. NORTH SYDNEY ELECTRIC LINES.

Particulars.	Year ended 30th June.		Particulars.	Year ended 30th June.	
	1924.	1923.		1924.	1923.
<b>Maintenance of Way and Structures.</b>					
Proportion of Salaries and Expenses of Engineer and Office Staff.....	1,397	1,322	<b>Traffic Expenses.</b>	£	£
Repairs and Renewals to Permanent-way.....	40,829	46,201		7,802	7,880
" Electrical Way Appliances.....	6,133	6,558		102,867	99,464
" Buildings and Improvements.....	828	1,061		6,684	6,411
£	49,097	55,142		5,808	5,724
<b>Maintenance of Plant.</b>					
Proportion of Salaries and Expenses of Chief Electrical Engineer and Staff...	1,571	1,454	<b>Compensation.</b>	£	£
Repairs to Power-plant.....	743	3,992		137,368	131,310
" Cars.....	30,382	30,534			
£	32,696	35,980		691	1,422
<b>Power Expenses.</b>					
Proportion of Salaries and Expenses of Chief Electrical Engineer and Staff...	729	666	<b>General Charges.</b>		
Power-house Wages.....	3,066	2,970		2,432	2,602
Lubricants and Other Stores.....	428	425			
Power supplied from Power-house, Ultimo.....	17,919	18,153			
£	22,142	22,214		Total.....£	244,425

T. J. HARTIGAN,  
Chief Accountant.



## APPENDIX XXIV.

## NEWCASTLE—CITY AND SUBURBAN LINES.

STEAM AND ELECTRIC.

ABSTRACT of Working Expenses for the Years ended 30th June, 1924 and 1923.

Branches.	Year ended 30th June.	
	1924.	1923.
<b>Permanent-way Branch.</b>		
	£	£
Proportion of Salaries and Expenses of Engineer and Office Staff .....	833	891
Maintenance of Lines, Sidings, Bridges, Buildings, &c. ....	31,756	42,869
	£ 32,589	43,760
<b>Maintenance of Plant.</b>		
Superintendence .....	1,325	1,585
Repairs and Renewals of Cars, &c. ....	11,656	9,286
Repairs and Renewals of Steam Motors... ..	28,422	37,974
	41,403	48,845
<b>Power Expenses.</b>		
Proportion of Salaries and Expenses of Tramway Traffic Manager, Foremen, Clerks, &c: ...	1,740	1,786
Locomotive Drivers, Firemen, Cleaners, and others.....	39,249	41,591
Coal, Coke, Water, Oil, Tallow, Waste, &c. ....	21,287	25,524
Wages, &c., Power House Employees .....	2,861	.....
	£ 65,137	68,901
<b>Traffic Branch.</b>		
Proportion of Salaries and Expenses of Tramway Traffic Manager and Office Staff .....	3,306	2,531
Conductors, Staffmen, Pointsmen, Car-cleaners, &c. ....	51,091	37,863
Cleaning and Oiling Cars.....	2,823	2,323
Cleaning, Watering, and Sanding Track .....	2,530	2,455
Ticket Check.....	5,730	5,379
Sundry charges, including Stores, Uniforms, &c. ....	5,041	6,828
	£ 70,521	57,379
<b>Compensation.</b>		
Personal injuries, damage to vehicles, &c., including legal and medical expenses .....	246	212
<b>General Charges.</b>		
Proportion of Head Office charges .....	2,198	1,662
<b>TOTAL .....</b>	<b>£ 212,094</b>	<b>220,759</b>

T. J. HARTIGAN,  
Chief Accountant.





## APPENDIX XXV—continued.

										YEAR ENDED 30TH JUNE.	
										1924.	1923.
										£	£
ROCKDALE RAILWAY STATION TO BRIGHTON-LE-SANDS— ELECTRIC											
Length, 1 mile 20 chains.											
Length of single track, 1 mile 20 chains.											
										1924.	1923.
Total Cost of Construction and Equipment ... ..										26,254	24,318
Gross Earnings ... ..										10,225	8,824
Working Expenses ... ..										7,170	6,379
Interest on Capital invested ... ..										1,329	1,212
Gain ... ..										1,726	1,233
Tram Miles ... ..										91,831	74,888
KOGARAH TO SANS SOUCI—STEAM.											
Length, 5 miles 45 chains.											
Length of single track, 6 miles 79 chains.											
Total Cost of Construction and Equipment ... ..										32,424	30,858
Gross Earnings ... ..										19,054	18,362
Working Expenses ... ..										25,639	27,670
Interest on Capital invested ... ..										1,645	1,589
Loss ... ..										8,230	10,897
Tram Miles ... ..										127,494	114,699
SUTHERLAND TO CRONULLA—STEAM.											
Length, 7 miles 32 chains.											
Length of single track, 7 miles 32 chains.											
Total Cost of Construction and Equipment ... ..										53,485	52,255
Gross Earnings ... ..										16,743	19,543
Working Expenses ... ..										20,414	24,167
Interest on Capital invested ... ..										2,759	2,696
Loss ... ..										6,430	7,320
Tram Miles ... ..										109,948	107,033
NEWCASTLE CITY AND SUBURBAN—STEAM AND ELECTRIC.											
(Portion electrified on 17th December, 1923.)											
Length, 35 miles 19 chains.											
Length of single track, 47 miles 8 chains.											
Total Cost of Construction and Equipment ... ..										1,300,953	1,037,685
Gross Earnings ... ..										170,714	145,168
Working Expenses ... ..										212,094	220,759
Interest on Capital invested ... ..										61,322	49,729
Loss ... ..										102,702	125,320
Tram Miles ... ..										1,255,812	959,116
EAST TO WEST MAITLAND—STEAM.											
Length, 4 miles 5 chains.											
Length of single track, 4 miles 5 chains.											
Total Cost of Construction and Equipment ... ..										34,569	35,215
Gross Earnings ... ..										8,720	8,060
Working Expenses ... ..										9,486	9,571
Interest on Capital Invested ... ..										1,784	1,817
Loss ... ..										2,550	3,328
Tram Miles ... ..										81,160	80,225
BROKEN HILL—STEAM.											
Length, 10 miles 4 chains.											
Length of single track, 11 miles 35 chains.											
Total Cost of Construction and Equipment ... ..										87,896	92,550
Gross Earnings ... ..										15,664	14,946
Working Expenses ... ..										24,084	25,305
Interest on Capital invested ... ..										4,535	4,764
Loss ... ..										12,955	15,123
Tram Miles ... ..										131,414	127,796

APPENDIX XXVI.

RETURN showing the Number of City and Suburban Passenger Fares collected, Tram Mileage, Earnings, Working Expenses, Percentage of Working Cost to Earnings, Capital Spent on lines open, and Interest on Capital Invested for each year from 1879 to 1924 inclusive.

CITY AND SUBURBAN LINES, SYDNEY.

Year.	Length of Line.	Number of Passenger Fares collected.	Tram mileage.	Total Earnings.	Working Expenses.	Earnings per Tram Mile.	Working Cost per Tram Mile.	Percentage of Working Cost to Gross Earnings.	Net Earnings.	Capital spent on lines open.	Percentage of Profit to Total Capital invested
	Miles.			£	£	d.	d.	%	£	£	
1879*	1½	443,341	13,270	4,416	2,278	79·87	41·19	51·59	2,138	22,269	33·00
1880	4	2,086,897	84,074	18,980	13,444	54·18	38·38	70·83	5,536	60,218	12·34
1881	9½	7,090,125	296,906	62,549	52,107	50·56	42·12	83·31	10,442	169,450	6·16
1882	22	15,269,100	670,649	126,202	103,136	45·16	36·91	81·72	23,066	412,561	6·80
1883	25	25,684,285	1,076,096	190,699	178,877	42·53	39·89	93·80	11,822	544,105	2·22
1884	27½	30,202,303	1,242,491	219,942	215,167	42·48	41·56	97·83	4,775	643,111	0·76
1885	27½	†39,594,753	1,220,500	223,340	207,995	43·91	40·90	93·13	15,345	708,109	2·17
1886	27½	52,977,578	1,222,943	226,367	201,737	44·42	39·59	89·12	24,630	742,113	3·37
1887	29½	50,108,256	1,220,026	214,125	201,468	42·12	39·63	94·08	12,657	731,582	1·76
1888	29½	51,563,197	1,246,543	221,060	204,227	42·56	39·32	92·38	16,833	742,555	2·22
1889	29½	52,810,026	1,338,386	225,833	206,092	40·49	36·95	91·25	19,741	771,255	2·56
1890	30½	57,463,650	1,474,646	249,508	207,517	40·60	36·46	83·17	41,991	790,555	5·31
1891	33½	62,676,636	1,553,048	270,365	221,505	41·78	34·23	81·92	48,860	857,455	5·74
1892	37	65,299,063	1,613,443	279,321	229,145	41·55	34·09	82·04	50,176	932,907	5·54
1893	38	63,538,885	1,681,232	271,041	214,824	38·69	30·67	79·26	56,217	947,775	5·94
1894	40½	58,773,094	1,737,846	250,509	206,554	34·64	28·53	82·35	44,255	954,035	4·04
1895	40½	54,173,917	1,740,235	230,583	186,081	31·80	25·66	80·70	44,502	962,037	4·62
1896	40½	53,317,979	1,845,626	227,525	187,811	29·59	24·42	82·54	39,714	961,778	4·13
1897	40½	55,859,740	2,121,017	238,023	195,142	26·93	22·08	81·98	42,881	968,925	4·42
1898	40½	56,319,743	2,198,351	239,858	201,904	26·18	22·04	84·18	37,954	973,419	3·90
1899	40½	61,568,035	2,329,751	262,045	220,193	26·99	22·68	84·03	41,852	977,107	4·28
	No. of Passengers.										
1900	43½	53,470,533	3,106,185	315,930	268,504	24·41	20·75	84·99	47,426	1,338,006	4·06
1901	48½	74,665,744	5,208,510	438,068	366,018	20·21	16·86	83·44	72,650	1,535,958	4·77
1902	58	81,654,971	7,203,600	495,538	429,093	16·51	14·30	86·59	66,445	2,059,515	3·34
1903	66½	102,837,118	11,115,765	593,306	511,878	12·81	11·05	86·28	81,428	2,442,791	3·37
1904	66½	108,559,785	13,280,587	633,477	521,896	11·45	9·43	82·39	111,581	2,507,540	4·45
1905	73½	120,973,934	14,413,273	697,971	583,360	11·62	9·71	83·58	114,611	2,931,583	3·91
1906	73½	125,756,680	14,246,845	730,508	552,723	12·31	9·31	75·66	177,785	2,966,704	5·99
1907	75½	134,088,696	14,516,536	777,140	607,381	12·85	10·04	78·16	169,759	2,968,560	5·72
1908	78	148,729,916	15,329,695	865,632	687,843	13·55	10·77	79·46	177,789	2,988,931	5·99
1909	88½	161,289,058	16,411,533	941,612	732,080	13·77	10·71	77·75	209,532	3,401,667	6·64
1910	94½	173,897,034	17,743,868	1,018,836	831,299	13·78	11·24	81·59	187,537	3,881,392	5·05
1911	97½	197,871,083	19,107,419	1,161,184	946,671	14·59	11·89	81·53	214,513	4,029,389	5·48
1912	98	227,668,638	20,293,800	1,329,862	1,083,483	15·73	12·82	81·47	246,379	4,379,866	5·90
1913	104½	248,720,735	22,338,080	1,458,088	1,284,674	15·66	13·80	83·11	173,414	5,233,774	3·63
1914	105½	260,696,726	23,685,660	1,603,532	1,349,428	16·25	13·67	84·15	254,104	5,966,961	4·49
1915	110½	240,545,317	22,242,010	1,651,585	1,301,936	17·82	14·05	78·83	349,599	6,176,905	5·77
1916	111½	242,686,387	21,937,619	1,656,585	1,301,531	18·12	14·24	78·57	355,054	6,332,434	5·67
1917	112½	244,712,191	20,884,254	1,665,663	1,376,993	19·14	15·82	82·67	238,670	6,390,688	4·54
1918	112½	212,372,470	17,650,438	1,643,604	1,290,547	22·35	17·55	78·52	353,057	6,445,501	5·51
1919	113	222,111,451	20,094,167	1,832,911	1,481,332	21·89	17·69	80·82	351,579	6,478,340	5·48
1920	113	260,255,935	21,811,695	2,370,309	1,990,070	26·08	21·90	83·66	380,239	6,501,865	5·86
1921	114½	277,687,033	23,272,165	2,831,072	2,316,023	23·19	23·88	81·81	515,049	6,624,821	7·86
1922	115½	271,384,691	23,784,739	2,938,236	2,314,185	29·65	23·35	78·76	624,051	6,858,972	9·23
1923	115½	272,938,712	24,261,186	2,945,634	2,380,485	23·14	23·55	80·82	565,149	7,116,222	8·09
1924	116½	280,312,845	25,768,606	2,969,698	2,404,565	27·66	22·40	80·97	565,133	7,573,320	7·69

\* The line was opened for three and a half months only in 1879, and for part of this period was worked with horse-power.

† Up to the year 1885, 3d. cash fares and 2d. tickets were counted as single fares; from 1886 to 1899, inclusive, all tickets issued were at 1d. values, and cash fares paid are in this Return calculated at same rate.

APPENDIX XXVII.

TRAMWAY Rolling Stock, years ended 30th June, 1924 and 1923.

	Steam Motors.	Steam Cars.	Electric.		Service and other Vehicles.	Total.
			Motor Cars.	Trailers.		
Stock on 30th June, 1924	26	74	1,494	1	113	1,708
Stock on 30th June, 1923	26	74	1,340	2	113	1,555

One hundred and fifty-three cars of the "P" class type were added to stock; and one electric trailer was converted to motor car.

In addition to the above vehicles there are 66 steam motors, 117 steam cars, 76 electric motor cars, and 2 service vehicles which, although still in service, have been written off Capital Account to Working Expenses and transferred to duplicate stock.

One steam motor charged to Working Expenses was constructed during the year and 3 steam motors were condemned. Two steam cars were sold and 2 condemned.



## APPENDIX XXVIII.

STATEMENT showing the dates of opening and length of line of the various sections of the New South Wales Tramways, to 30th June, 1924.

		Lines Open for Traffic.	
		Street Miles.	Length of Single Track.
		m. c. l.	m. c.
<b>BRIDGE-STREET TO TERMINUS-STREET (FORMERLY RAILWAY), via ELIZABETH-STREET, EDDY-AVENUE AND PITT-STREET.</b>			
15 Sept., 1882	Bridge-street to Hunter-street ... ..	0 19 0	0 38
15 " 1879	Hunter-street to Hay-street ... ..	0 79 0	1 78 0
15 Aug., 1882	Pitt-street and Eddy-avenue Junction to Terminus-street ...	0 17 0	0 34 0
2 Nov., 1902	Hay-street to Pitt-street and Eddy-avenue Junction (via Elizabeth-street and Eddy-avenue) ... ..	0 28 0	0 56 0
24 Dec., 1908	Rawson Place from Eddy-avenue to George-street ... ..	0 8 0	0 8 0
		1 71 0	3 54 0
<b>RANDWICK, COOGEE AND LITTLE COOGEE.</b>			
14 Sept., 1880	Liverpool-street Junction to Darlinghurst Junction ... ..	0 42 75	1 5 50
14 " 1880	Darlinghurst Junction to Randwick Racecourse ... ..	2 5 50	4 11 0
19 Mar., 1881	Randwick Racecourse to High-street ... ..	1 6 0	2 12 0
25 Jan., 1883	High-street to Coogee ... ..	1 37 50	2 75 0
	Cricket Ground Loop ... ..	0 24 0	0 48 0
8 Sept., 1906	Sports Ground Loop ... ..	0 40 25	1 0 50
5 April, 1909	Connection from Waverley Line to Park-road, via Green's-road ...	0 22 0	0 44 0
3 Aug., 1912	Darley-road to Carrington-road ... ..	1 37 0	2 74 0
2 April, 1913	Carrington-road to Little Coogee ... ..	1 7 0	2 14 0
14 May, 1916	Extension to Military Hospital, Randwick ... ..	0 14 0	0 21 0
		8 76 0	17 65 0
<b>WAVERLEY, BONDI AND BRONTE.</b>			
12 Mar., 1881	Darlinghurst Junction to Ocean-street ... ..	1 47 0	3 14 0
13 April, 1881	Ocean-street to Waverley old Terminus ... ..	1 25 10	2 50 20
4 June, 1887	Waverley old Terminus to Macpherson-street Junction ...	0 12 0	0 24 0
20 Oct., 1890	Macpherson-street Junction to Waverley Cemetery ... ..	0 49 0	1 18 0
24 May, 1884	Bondi Junction to Fletcher-street ... ..	1 12 0	2 24 0
28 Sept., 1887	Fletcher-street to Bondi Aquarium Junction ... ..	0 24 75	0 49 50
19 Feb., 1894	Bondi Aquarium Junction to Bondi Beach ... ..	0 45 0	1 10 0
22 May, 1911	Waverley Cemetery to Bronte ... ..	0 49 0	1 18 0
		6 23 85	12 47 70
<b>WAVERLEY TO RANDWICK.</b>			
4 June, 1887	Macpherson-street Junction to Allison-road Junction ... ..	1 18 0	1 18 0
<b>OXFORD-STREET TO DACEY-AVENUE, via CROWN-STREET AND BAPTIST-STREET.</b>			
15 Sept., 1881	Oxford-street to Cleveland-street ... ..	0 66 0	1 52 0
3 June, 1909	Cleveland-street to Phillip-street, via Baptist-street ... ..	0 31 50	0 63 0
30 Sept., 1911	Baptist-street to Dowling-street ... ..	0 39 0	0 78 0
		1 56 50	3 33 0
<b>RAILWAY STATION TO GLEBE AND FOREST LODGE.</b>			
15 Aug., 1882	East side Terminus-street to Forest Lodge Junction ... ..	0 48 87	1 17 74
15 " 1882	Forest Lodge Junction to St. John's road ... ..	0 31 75	0 63 50
15 " 1882	St. John's road to Pymont Bridge road (Forest Lodge) ...	0 25 25	0 50 50
15 " 1882	Glebe Junction to Glebe Point (old Terminus) ... ..	0 77 60	1 75 20
12 Dec., 1896	Glebe Point old Terminus to Leichhardt-street ... ..	0 4 19	0 8 38
		2 27 66	4 55 32
<b>FOREST LODGE TO LILYFIELD, BALMAIN AND BIRCHGROVE.</b>			
2 May, 1892	Forest Lodge, Pymont Bridge road to Barnes-street Junction, and Evans-street to Merton-street.	1 40 0	3 0 0
24 Oct., 1892	Merton-street to Gladstone Park (Balmain) ... ..	1 8 0	2 16 0
24 Nov., 1902	Gladstone Park to Nicholson-street (Balmain) ... ..	0 48 0	1 16 0
14 Sept., 1903	Nicholson street to Darling-street Wharf (Balmain) ... ..	0 7 0	0 7 0
28 Jan., 1908	Annandale (Booth-street) ... ..	0 48 0	1 16 0
10 April, 1909	Lilyfield (Johnson-street to Piper-street) ... ..	0 46 25	1 12 50
14 Nov., 1910	Union-street (Pymont) to Evans-street, Balmain ... ..	1 39 75	2 79 50
8 Aug., 1917	Darling-street, Balmain, to Wharf-road, Snail's Bay ...	0 49 0	1 18 0
22 Jan., 1924	Lilyfield (Piper-street to Brennan street) ... ..	0 7 50	0 15 0
		6 53 50	13 20 0



## APPENDIX XXVIII—continued.

		Lines Open for Traffic.			
		Street Miles.		Length of Single Track.	
		m. c. l.	m. c. l.		
DRUMMOYNE AND RYDE.					
29 Dec., 1902	Darling-street Junction to Parramatta River (Drummoyne) ...	2 12 0	4 4 0		
13 June, 1910	Drummoyne to Hatton's Flat (Ryde) ... ..	3 51 0	5 4 50		
7 Sept., 1914	Ryde to Ryde Railway Station ... ..	1 25 0	1 25 0		
		7 8 0	10 33 50		
NEWTOWN TO DULWICH HILL, EARLWOOD, SUMMER HILL, HURLSTONE PARK, PETERSHAM AND CANTERBURY.					
2 Oct., 1882	City-road (late Newtown-road) Junction to Newtown Bridge ...	1 27 0	2 54 0		
31 Dec., 1881	Newtown Bridge to Marrickville (Illawarra-road) ... ..	1 69 0	3 58 0		
14 Aug., 1889	Marrickville to Dulwich Hill ... ..	0 74 75	1 69 50		
25 Jan., 1909	Addison-road ... ..	2 0 0	4 0 0		
9 Nov., 1912	Marrickville to Undercliffe ... ..	1 13 0	2 26 0		
15 Mar., 1913	Livingstone road to Petersham Station ... ..	0 30 50	0 61 0		
21 June, 1913	Dulwich Hill to Hurlstone Park ... ..	0 70 50	1 61 0		
11 Jan., 1915	Hurlstone Park to Summer Hill... ..	1 40 0	1 40 0		
28 Sept., 1914	Petersham Station to Norton-street, Leichhardt ... ..	0 60 0	1 3 50		
4 July, 1921	Hurlstone Park to Canterbury Station ... ..	0 77 0	1 62 0		
18 Feb., 1924	Undercliffe to Earlwood ... ..	1 19 25	1 19 25		
		13 1 0	22 54 25		
FOREST LODGE JUNCTION TO LEICHHARDT, BALMAIN, FIVE DOCK AND ABBOTSFORD.					
18 June, 1883	Forest Lodge Junction to Johnson-street ... ..	1 33 0	2 66 0		
1 May, 1884	Johnson-street to Short-street ... ..	1 1 50	2 3 0		
10 Dec., 1887	Short-street to Leichhardt Terminus ... ..	0 38 70	0 77 40		
14 Oct., 1890	Marion-street Junction to Five Dock ... ..	2 39 0	4 78 0		
1 Aug., 1893	Five Dock to Abbotsford... ..	1 30 50	2 61 0		
6 May, 1912	Leichhardt to Balmain (1st Section) ... ..	0 39 0	0 78 0		
23 Dec., 1912	„ „ „ (2nd Section) ... ..	0 61 50	1 43 0		
		8 3 20	16 6 40		
ERSKINEVILLE.					
25 Jan., 1909	George-street, Sydney, to Erskineville Station ... ..	2 14 0	3 69 0		
NEWTOWN BRIDGE TO COOK'S RIVER AND MARRICKVILLE TO COOK'S RIVER.					
24 Dec., 1891	Newtown Bridge to St. Peters ... ..	0 63 0	1 46 0		
6 Aug., 1900	St. Peters to Cook's River ... ..	1 76 0	3 70 0		
1 Jan., 1917	Victoria-road, Marrickville, to King-street, St. Peters... ..	0 66 0	1 52 0		
		3 45 0	7 8 0		
ZETLAND JUNCTION TO BOTANY.					
17 May, 1882	Zetland Junction to Botany Terminus ... ..	6 46 75	13 13 50		
7 April, 1906	Lord's-road Junction to Ascot Racecourse ... ..	0 16 90	0 33 80		
20 Nov., 1906	Extension of Ascot Racecourse Line ... ..	0 22 10	0 44 20		
22 Mar., 1913	Cleveland-street to Redfern-street, <i>via</i> Regent-street ... ..	0 20 0	0 40 0		
22 Mar., 1913	Castlereagh-street to Elizabeth-street, <i>via</i> Redfern-street ... ..	0 11 0	0 22 0		
		7 36 75	14 73 50		
BOTANY CEMETERY.					
11 Aug., 1902	Botany Terminus Junction (Springvale) to Yarra Junction ... ..	2 46 50	2 46 50		
ZETLAND AND DOWLING-STREET CAR SHED.					
22 Dec., 1902	Foveaux-street Junction to Bourke-street, Waterloo ... ..	1 45 0	3 10 0		
28 Aug., 1908	Zetland Terminus to Dacey-avenue, <i>via</i> Dowling-street ... ..	0 63 50	1 0 50		
1 Mar., 1909	Zetland Terminus to Botany Line, <i>via</i> Bourke-street ... ..	0 20 0	0 20 0		
22 Mar., 1913	Baptist-street to Elizabeth-street, <i>via</i> Phillip-street ... ..	0 25 0	0 50 0		
		2 73 50	5 0 50		
MITCHELL-ROAD.					
22 Jan., 1902	Raglan-street (Botany Line) to St. Peters Railway Bridge ... ..	1 34 0	2 68 0		
WOOLLOOMOOLOO.					
9 Aug., 1915	College-street Junction to Woolloomooloo Bay ... ..	0 42 0	1 4 0		
17 April, 1916	Extension, Woolloomooloo to McQuade's Point .. ..	0 22 75	0 45 50		
18 Aug., 1918	Further extension to No. 2 Shed on No. 1 Wharf ... ..	0 15 0	0 15 0		
		0 79 75	1 64 50		



## APPENDIX XXVIII—continued.

				Lines Open for Traffic.	
				Street Miles.	Length of Single Track.
HENDERSON-ROAD.				m. c. l.	m. c. l.
25 Mar., 1907	Mitchell-road to Erskineville-road	...	...	0 31 75	0 31 75
3 May, 1909	Erskineville-road to Railway Station	...	...	0 16 0	0 16 0
				0 47 75	0 47 75
REDFERN TO MOORE PARK					
25 Aug., 1891	Castlereagh-street to Junction with Randwick Line	...	...	1 6 0	2 12 0
25 " 1891	Cricket Ground Loop	...	...	0 20 0	0 40 0
2 Oct., 1909	Castlereagh-street to City-road	...	...	0 64 50	1 49 0
15 Dec., 1909	Regent-street connection (Cleveland to Meagher streets)	...	...	0 10 0	0 20 0
				2 20 50	4 41 0
CLEVELAND-STREET TO LITTLE BAY.					
12 Sept., 1900	Cleveland-street to Kensington Racecourse	...	...	1 30 0	2 60 0
22 Oct., 1900	Kensington Racecourse to Rifle Range	...	...	1 38 0	2 42 50
26 Dec., 1900	Bunnerong-road to Randwick Racecourse	...	...	0 52 0	1 24 0
19 " 1901	Rifle Range Junction to Little Bay	...	...	3 65 0	7 50 0
30 Sept., 1907	Cleveland-street to Ascot-street (third road in Moore Park)	...	...	0 70 0	0 70 0
6 Nov., 1907	Dacey-avenue (Randwick-road to Dowling-street)	...	...	0 35 0	0 70 0
21 Mar., 1921	Maroubra Junction to Maroubra Bay	...	...	1 37 0	2 45 0
				10 7 0	18 41 50
LA PEROUSE.					
11 Aug., 1902	Little Bay to La Perouse	...	...	1 1 50	2 3 0
31 Jan., 1916	Extension to Coast Hospital (Flowers' loop)	...	...	0 13 50	0 27 0
				1 15 0	2 30 0
GEORGE-STREET AND PYRMONT.					
8 Sept., 1899	Circular Quay to John-street (Pyrmont)	...	...	3 18 0	6 36 0
27 Mar., 1911	Quay-st. Junction to Harris-st. <i>via</i> Quay-st. and Ultimo-rd.	...	...	0 24 0	0 48 0
4 Sept., 1922	York-street Loop (from Druiitt and George Streets to Market and George Streets <i>via</i> York-street)	...	...	0 16 50	0 16 50
				3 58 50	7 20 50
MILLER'S POINT.					
19 Aug., 1901	Fire Station (Circular Quay) to Miller's Point	...	...	0 52 75	1 25 50
DACEYVILLE.					
17 Jan., 1910	Botany-road to Rosebery Park Racecourse	...	...	0 72 0	1 64 0
16 Nov., 1910	Rosebery Park Racecourse Extension	...	...	0 20 0	0 40 0
18 Aug., 1913	Bunnerong-road to Rosebery Park Racecourse	...	...	0 66 50	1 53 0
				1 78 50	3 77 0
EXTENSION FROM BRIDGE AND PHILLIP STREETS TO CIRCULAR QUAY.					
22 Dec. 1902	From and to Phillip and Bridge Streets Junction, <i>via</i> Bridge, Young, Circular Quay, and Phillip Streets	...	...	0 25 0	0 25 0
PITT AND CASTLEREAGH STREETS AND CENTRAL RAILWAY STATION.					
18 Dec., 1901	Castlereagh and Hay Streets to Pitt and Hay Streets ( <i>via</i> Castlereagh-street, Circular Quay and Pitt-street)	...	...	2 49 50	2 49 50
1 Mar., 1902	Balloon Loop, Circular Quay to Fort Macquarie	...	...	0 30 0	0 60 0
4 Aug., 1906	Pitt and Hay Streets to Castlereagh and Hay Streets ( <i>via</i> Central Station)	...	...	0 35 50	0 35 50
				3 35 0	3 65 0
BELLEVUE HILL.					
1 Feb., 1909	Elizabeth-street to Bellevue Hill	...	...	3 57 0	7 34 0
26 Feb., 1909	Bellevue Hill Line to Waverley Line, <i>via</i> Ocean-street	...	...	0 14 0	0 28 0
21 Dec., 1914	Bellevue Hill to Bondi Beach	...	...	1 35 25	2 68 0
				5 26 25	10 50 0

## APPENDIX XXVIII—continued.

		Lines Open for Traffic.	
		Street Miles.	Length of Single Track.
		m. c. l.	m. c. l.
CONNECTING LINES—LIVERPOOL, ELIZABETH, CASTLEREAGH AND PITT STREETS.			
30 July, 1905	Elizabeth-street into Castlereagh-street, <i>via</i> Hay-street...	0 5 0	0 5 0
18 Feb., 1906	Connecting line—Elizabeth and Pitt Streets, <i>via</i> Bathurst-street	0 9 25	0 9 25
18 „ 1906	Connecting line—Liverpool-street to Castlereagh-street, <i>via</i> Liverpool-street	0 5 0	0 5 0
18 „ 1906	Double Junction, Liverpool-st., into Elizabeth-st. (to Railway)	0 3 50	0 7 0
18 Dec., 1901	Castlereagh-street to Gipps-street, <i>via</i> Hay-street and Pitt-street	0 20 50	0 30 50
6 Nov., 1916	Bent-street to Pitt-street, <i>via</i> Spring-street	0 10 25	0 10 25
		0 53 50	0 67 0
CAMPBELL-STREET LINE.			
12 April, 1911	Castlereagh-street to Flinders-street	0 53 0	1 21 0
OCEAN-STREET.			
19 Sept., 1894	Erskine-street to Ocean-street	2 38 50	4 77 0
27 Feb., 1911	Foot of Erskine-street to Day-street	0 6 75	0 13 50
		2 45 25	5 10 50
ROSE BAY.			
4 Oct., 1898	Ocean-street to Rose Bay Wharf	1 24 0	2 46 25
10 Sept., 1900	Rose Bay Wharf to Dover-road	1 3 0	2 6 0
		2 27 0	4 52 25
SOUTH HEAD.			
11 May, 1903	Dover-road to Watson's Bay Signal Station	1 71 0	3 20 50
18 Jan., 1909	Signal Station to Watson's Bay Wharf	0 65 0	0 65 0
		2 56 0	4 5 50
NORTH SYDNEY.			
22 May, 1886	Milson's Point to Junction and Blue streets	0 54 0	1 28 0
22 Sept., 1909	Junction and Blue St to Miller St. ( <i>via</i> Walker and Mount Sts.)	0 25 0	0 50 0
22 May, 1886	Mount and Miller streets to Ridge-street	0 33 0	0 66 0
17 July, 1893	Ridge-street to Lane Cove Road	0 59 60	1 39 20
25 April, 1898	Lane Cove Road to Willoughby	2 44 85	5 9 70
20 Sept., 1893	Falcon-street Junction to Spit-road Junction	2 5 50	4 11 0
1 Mar., 1897	Spit-road Junction to Mosman	1 35 49	2 71 0
27 Oct., 1900	Military-road (Spit-road Junction) to The Spit	1 50 75	3 21 50
24 July, 1908	Willoughby to Chatswood	0 70 0	0 70 0
17 May, 1909	Falcon-street Junction to Suspension Bridge	0 70 25	1 60 50
27 Sept., 1909	McMahon's Point to Blue and Miller Streets	0 60 0	1 40 0
22 May, 1886	Blue-street to Mount-street ( <i>via</i> Miller-street)	0 8 50	0 17 0
27 Sept., 1909	Mount and Miller Streets to Crow's Nest ( <i>via</i> Lane Cove Road)	0 71 0	1 62 0
7 Feb., 1914	Suspension Bridge to Northbridge (Section 1)	0 24 0	0 24 0
21 Mar., 1914	„ „ (Section 2)	0 59 75	0 59 75
9 Oct., 1916	Taronga Park (Avenue-road to New Zoological Gardens)	0 79 75	1 32 75
27 Oct., 1917	„ „ (New Zoological Gardens to Wharf)	0 60 75	0 60 75
13 Aug., 1919	Raglan-street Junction to George's Heights Military Hospital	0 63 25	1 16 75
29 May, 1922	Gordon-street and Military-road to Balmoral Beach	1 4 50	2 9 0
20 Nov., 1923	Connection, Chatswood and Mosman Lines at Falcon and Miller-streets	0 5 0	0 10 0
17 Dec., 1923	Military-road to Bradley's Head road, <i>via</i> King Max Street	0 10 25	0 20 50
		18 15 19	32 59 40
GORE HILL AND BURNS BAY ROAD.			
24 Feb., 1900	Lane Cove Junction to Gore Hill	1 4 0	2 8 0
22 Mar., 1909	Gore Hill to Burns Bay Road	1 34 75	1 73 75
		2 38 75	4 1 75
CREMORNE LINE.			
18 Dec., 1911	Spofforth-street Junction to Cremorne	1 48 0	3 16 0
NEUTRAL BAY.			
25 June, 1900	Neutral Bay Junction to Neutral Bay	0 74 0	1 9 0
ROCKDALE RAILWAY STATION—BRIGHTON-LE-SANDS.			
7 June, 1914	Rockdale Station to Brighton-le sands	1 20 0	1 20 0
CRONULLA BEACH.			
12 June, 1911	Sutherland Railway Station to Cronulla	7 32 0	7 32 0



## APPENDIX XXVIII—continued.

		Lines Open for Traffic.		
		Street Miles.	Length of Single Track.	
		m. c. l.	m. c. l.	
ASHFIELD TO MORTLAKE AND CABARITA PARK.				
3 Sept., 1891	Liverpool-road to Enfield ... ..	1 78 0	3 76 0	
15 „ 1899	Ashfield Station to Liverpool-road ... ..	0 12 50	0 18 0	
16 „ 1901	Enfield to Mortlake ... ..	5 30 0	9 69 0	
31 July, 1907	Burwood-road to Cabarita Park ... ..	0 77 25	1 6 25	
		8 37 75	15 9 25	
SANS SOUCI.				
10 Sept., 1887	Kogarah to Sans Souci ... ..	4 71 0	6 25 0	
24 Dec., 1908	Kogarah Loop ... ..	0 54 0	0 54 0	
		5 45 0	6 79 0	
ARNCLIFFE TO BEXLEY.				
13 Oct., 1909	Arncliffe Railway Station to Bexley ... ..	2 50 0	2 50 0	
THE SPIT TO MANLY, BROOKVALE & NARRABEEN				
14 Feb., 1903	East Esplanade, Manly, towards Pittwater ... ..	1 4 0	2 3 0	
20 April, 1910	Curl Curl to Brookvale ... ..	2 9 0	4 16 0	
9 Jan., 1911	The Spit to Manly ... ..	2 77 0	4 50 50	
3 Aug., 1912	Brookvale to Collaroy Beach ... ..	3 21 0	3 21 0	
8 Dec., 1913	Collaroy Beach to Narrabeen ... ..	1 27 0	1 27 0	
		10 58 0	15 37 50	
PARRAMATTA TO NORTHMEAD (WOOLLEN MILLS).				
18 Aug., 1902	Parramatta Railway Station to Northmead (Woollen Mills) ...	2 10 0	2 10 0	
BROKEN HILL.				
15 Feb., 1902	Oxide-street to South-street ... ..	3 7 25	4 38 25	
24 Dec., 1902	Oxide street to Merton-street ... ..	1 45 50	1 45 50	
24 „ 1902	South-street to Whittaker-street... ..	0 61 0	0 61 0	
6 May, 1903	Chapple-street to Kaolin-street ... ..	0 69 0	0 69 0	
7 Sept., 1907	Kaolin-street to Western Oval ... ..	0 39 50	0 39 50	
30 Aug., 1909	Oxide-street to Blende-street ... ..	0 75 0	0 75 0	
30 „ 1909	Beryl-street to Gossan-street ... ..	1 32 0	1 32 0	
23 Dec., 1912	Patton-street to South Broken Hill Racecourse... ..	0 75 0	0 75 0	
		10 4 25	11 35 25	
NEWCASTLE.				
31 Dec., 1887	Perkins-street to Plattsburg ... ..	8 5 8	14 32 78	
23 „ 1893	Perkins-street to Parnell-place ... ..			
19 April, 1894	Union-street to Merewether ... ..		1 70 78	1 70 78
19 „ 1894	Hannell-street to Tighe's Hill ... ..		1 77 85	3 64 35
13 Aug., 1900	Belford-road to Glebe-road, Adamstown... ..	1 2 0	1 2 0	
14 Jan., 1901	Tighe's Hill to Mayfield ... ..	0 76 94	1 51 94	
3 Nov., 1902	Darby and Hunter Streets Junction to Patrick-street, Merewether ... ..	1 11 24	1 11 24	
21 Sept., 1903	Mitchell-street to Merewether Beach, Newcastle ... ..	1 13 41	2 11 41	
27 April, 1907	Adamstown Junction to the Newcastle Racecourse ... ..	1 16 0	1 56 0	
19 Dec., 1910	Plattsburg to West Wallsend ... ..	7 40 0	7 40 0	
15 Jan., 1912	Wallsend to Speers' Point ... ..	3 25 50	3 25 50	
23 Sept., 1912	Hannell-street and Albert-street to Carrington ... ..	1 45 0	1 53 0	
20 July, 1914	Wickham to Maryville ... ..	0 60 0	0 65 50	
20 Jan., 1915	Broadmeadow to Waratah ... ..	2 23 50	3 9 0	
18 Dec., 1916	Maryville to Steelworks ... ..	1 20 0	1 20 0	
13 Dec., 1923	Tudor street to Ivy-street, via Maitland-road ... ..	0 43 0	1 6 0	
17 Dec., 1923	Scott-street to Crown street via Telford and Hunter-streets ...	0 49 0	0 49 0	
		35 19 30	47 8 50	
MAITLAND.				
8 Feb., 1909	East Maitland to West Maitland ... ..	3 47 0	3 47 0	
10 May, 1909	Hannam-street to Campbell's Hill ... ..	0 38 0	0 38 0	
		4 5 0	4 5 0	
TOTAL ... ..		227 46 45	367 69 32	
Sidings, Loops, and Cross-overs ... ..		.....	55 74 0	

## APPENDIX XXIX.

STATEMENT showing the Capital Cost of the various sections of the Tramways on the 30th June, 1924.

Lines opened for Traffic.	Length.			Total Cost.	Average Cost per Mile.
	m.	ch.	lk.	£	£
Railway to Bridge-street .....	1	71	0	118,883	62,984
Bridge-street to Circular Quay.....	0	25	0	6,868	21,978
Randwick, Coogee and Little Coogee .....	8	76	0	210,988	23,574
Waverley, Bondi and Bronte .....	6	23	85	193,394	30,707
Elizabeth-street to Bellevue Hill and Bondi Beach .....	5	26	25	123,989	23,271
Waverley to Randwick .....	1	18	0	9,463	7,725
Oxford-street to Dacey-avenue, via Crown-street and Baptist-street...	1	56	50	57,825	33,890
Railway to Glebe and Forest Lodge .....	2	27	66	52,907	22,554
Forest Lodge to Balmain, Lilyfield and Birchgrove .....	6	53	50	209,814	31,462
Glebe Junction to Newtown, Dulwich Hill, Earlwood, Summer Hill, Hurlstone Park, Petersham and Canterbury .....	13	1	0	269,668	20,724
Forest Lodge Junction to Leichhardt, Balmain, Five Dock and Abbotsford .....	8	3	20	213,039	26,497
Balmain to Drummoyne and Ryde Railway Station .....	7	8	0	82,604	11,634
Zetland Junction to Botany, Rosebery Park Racecourse and Daceyville .....	9	35	25	162,951	17,261
Newtown to St. Peters and Cook's River and Marrickville to Cook's River .....	3	45	0	178,927	50,225
George-street to Erskineville Station .....	2	14	0	44,835	20,614
Castlereagh-street to Flinders-street .....	0	53	0	27,694	41,802
Redfern to Moore Park .....	2	20	50	50,553	22,406
College-street to Woolloomooloo Bay and McQuade's Point .....	0	79	75	19,190	19,250
Zetland Line and Dowling-street Car-shed .....	2	73	50	109,613	37,555
Ocean-street to Day-street .....	2	45	25	136,092	53,044
Rose Bay, Dover Road and Watson's Bay.....	5	3	0	77,527	15,390
George and Harris Streets.....	3	58	50	180,328	48,329
Kensington Line to Little Bay, Maroubra Bay and Racecourse Loop .....	10	7	0	117,744	11,672
George-street to Miller's Point.....	0	52	75	14,935	22,650
Pitt and Castlereagh Streets and Central Station .....	4	8	50	166,929	40,652
Botany Road to St. Peters Bridge and Erskineville Station .....	2	1	75	32,597	16,122
Little Bay to La Perouse, Springvale and Yarra Junction.....	3	61	50	43,843	11,633
North Sydney Lines .....	23	15	94	741,583	31,966
Parramatta to Northmead (Woollen Mills).....	2	10	0	13,438	6,324
The Spit to Manly and Manly to Narrabeen .....	10	58	0	248,329	23,154
Ashfield to Mortlake and Cabarita .....	8	37	75	141,690	16,725
Newcastle City and Suburban .....	35	19	30	1,178,588	33,443
Maitland Lines.....	4	5	0	31,478	7,748
Arncliffe to Bexley .....	2	50	0	18,429	7,021
Kogarah to Sans Souci .....	5	45	0	24,179	4,347
Sutherland Railway Station to Cronulla.....	7	32	0	44,046	5,952
Brighton-le-Sands.....	1	20	0	16,762	13,410
Broken Hill Lines .....	10	4	25	70,634	7,026
Total mileage and cost .....	227	46	45	5,442,356	23,914
Rolling-stock .....	£ 2,382,127			5,316,602	23,361
Ultimo and White Bay Power-houses, Sub-stations and Plant .....	2,176,116				
Machinery .....	210,240				
Workshops .....	258,727				
Furniture .....	2,392				
Store Advance Account .....	287,000				
Total and average cost, all charges .....	227	46	45	10,758,958	47,275

## APPENDIX XXX.

STATEMENT showing Additions to Tramway Capital during the year ended 30th June, 1924.

On existing lines:—	£	s.	d.	£	s.	d.
Rolling-stock .....	312,885	18	10			
Additions to Lines, Buildings, &c. ....	271,616	19	4			
Electrification of Newcastle Tramways .....	184,435	8	10			
	768,938	7	0			
Less Credits .....	11,078	1	3	757,860	5	9

Tramway Construction—

Extension of Lilyfield line to Brennan-street...	2,010	13	1			
Undercliffe to Earlwood .....	27,837	15	0			
Expenditure on lines open prior to 1st July, 1923 Cr.	3,781	0	4			
				26,067	7	9
				783,927	13	6



## APPENDIX XXXI.

RECONCILIATION of the Railway and Tramway figures with the Treasury Statements as regards Revenue Receipts and Working Expenses for the financial year ended 30th June, 1924.

## EARNINGS—RAILWAYS AND TRAMWAYS.

	Railways.	Tramways.	Railways.	Tramways.	Total.
	£	£	£	£	£
Railway and Tramway receipts as per Treasury accounts	.....	.....	15,782,779	3,725,707	19,508,486
<i>Less—</i>					
Outstandings—Sundry Debtors at 30th June, 1923... ..	388,031	19,540			
Credits on account of sales, taken by Treasury as Revenue Receipts, but treated as Working Expenses in Railway accounts ...	147,092	94,925			
Repayments on account of Working Expenses previous years, taken by Treasury as credits to Revenue, but in Railway accounts to Working Expenses .. ..	21,880	1,147			
Rebates and refunds—					
Amount taken in Treasury accounts ... ..	320,254	1,291			
Amount taken in Railway accounts ... ..	316,492	343			
	Cr. 3,762	Cr. 948	553,241	114,664	667,905
	.....	.....	15,229,538	3,611,043	18,840,581
<i>Add—</i>					
Outstandings—Sundry Debtors at 30th June, 1924... ..	.....	.....	387,039	22,873	409,912
As per the Commissioners' Annual Report...	.....	.....	15,616,577	3,633,916	19,250,493

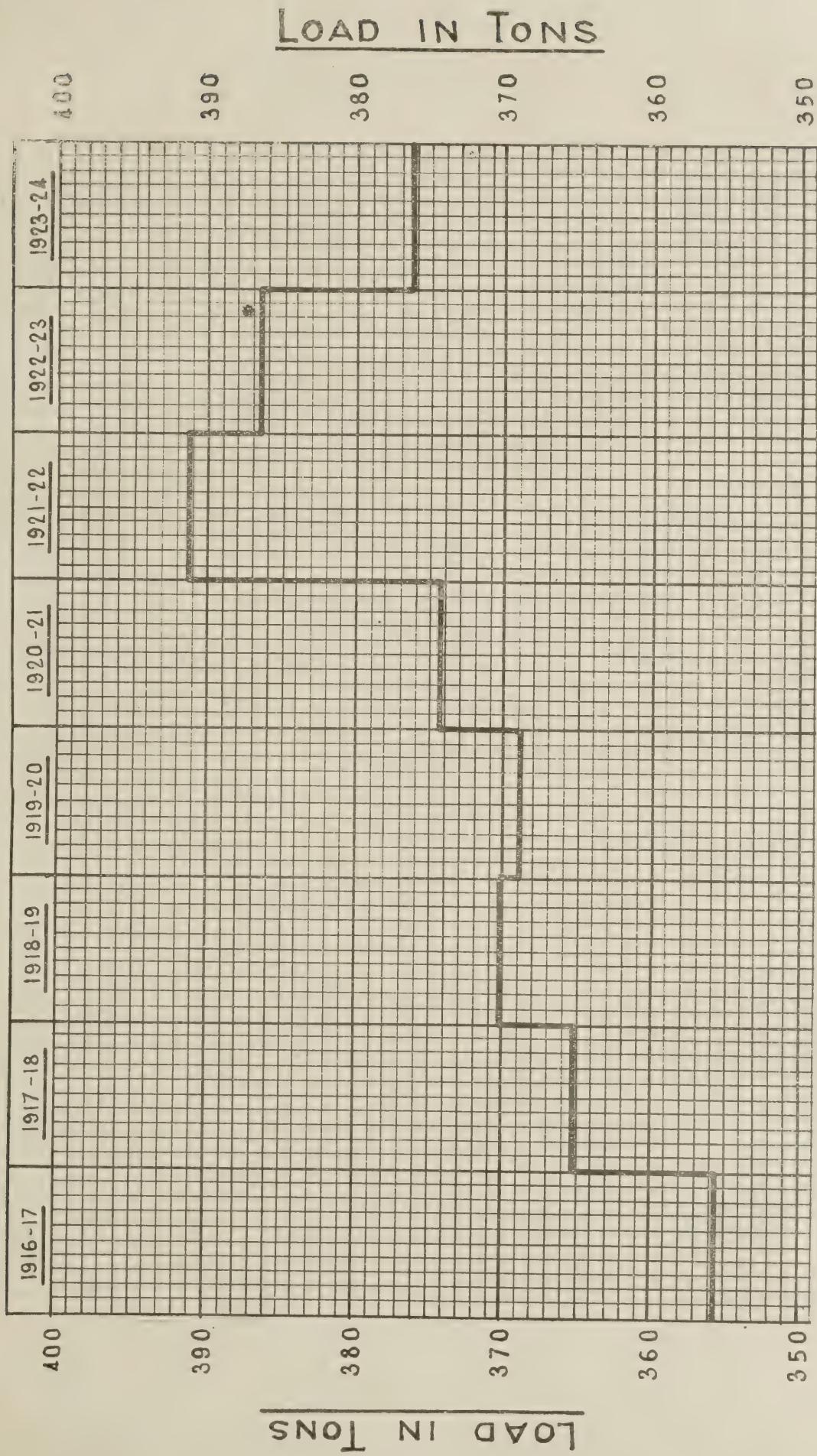
## WORKING EXPENSES—RAILWAYS AND TRAMWAYS.

	Railways.	Tramways.	Railways.	Tramways.	Total.
	£	£	£	£	£
Working Expenses as shown in Treasury accounts ...	.....	.....	11,048,196	3,158,526	14,206,722
<i>Less—</i>					
Outstanding claims—Sundry Creditors at 30th June, 1923, included in Railway accounts in 1922-23 ... ..	219,219	57,295			
Credits on account of sales treated by Treasury as Revenue Receipts ... ..	147,092	94,925			
Amount on account of services performed for private persons—Sundry Debtors not credited at Treasury until actually paid ...	3,537	782			
Repayments taken by Treasury to Consolidated Revenue Account ... ..	3,702	104			
Repayments not credited at Treasury until July, 1924 ... ..	12	323			
Wages, &c., charged at Treasury in 1923-24, not charged in Railway accounts until 1924-25 ... ..	28,039	36,161			
			401,601	189,590	591,191
<i>Add—</i>					
Outstanding claims—Sundry Creditors at 30th June, 1924 ... ..	139,878	62,153	10,646,595	2,968,936	13,615,531
Wages, &c., charged at Treasury in 1924-25, but in Railway accounts in 1923-24 ...	131,018	60,442	270,896	122,595	393,491
As per the Commissioners' Annual Report...			10,917,491	3,091,531	14,009,022

[6 graphs; 2 maps.]



# AVERAGE GOODS TRAIN LOADS

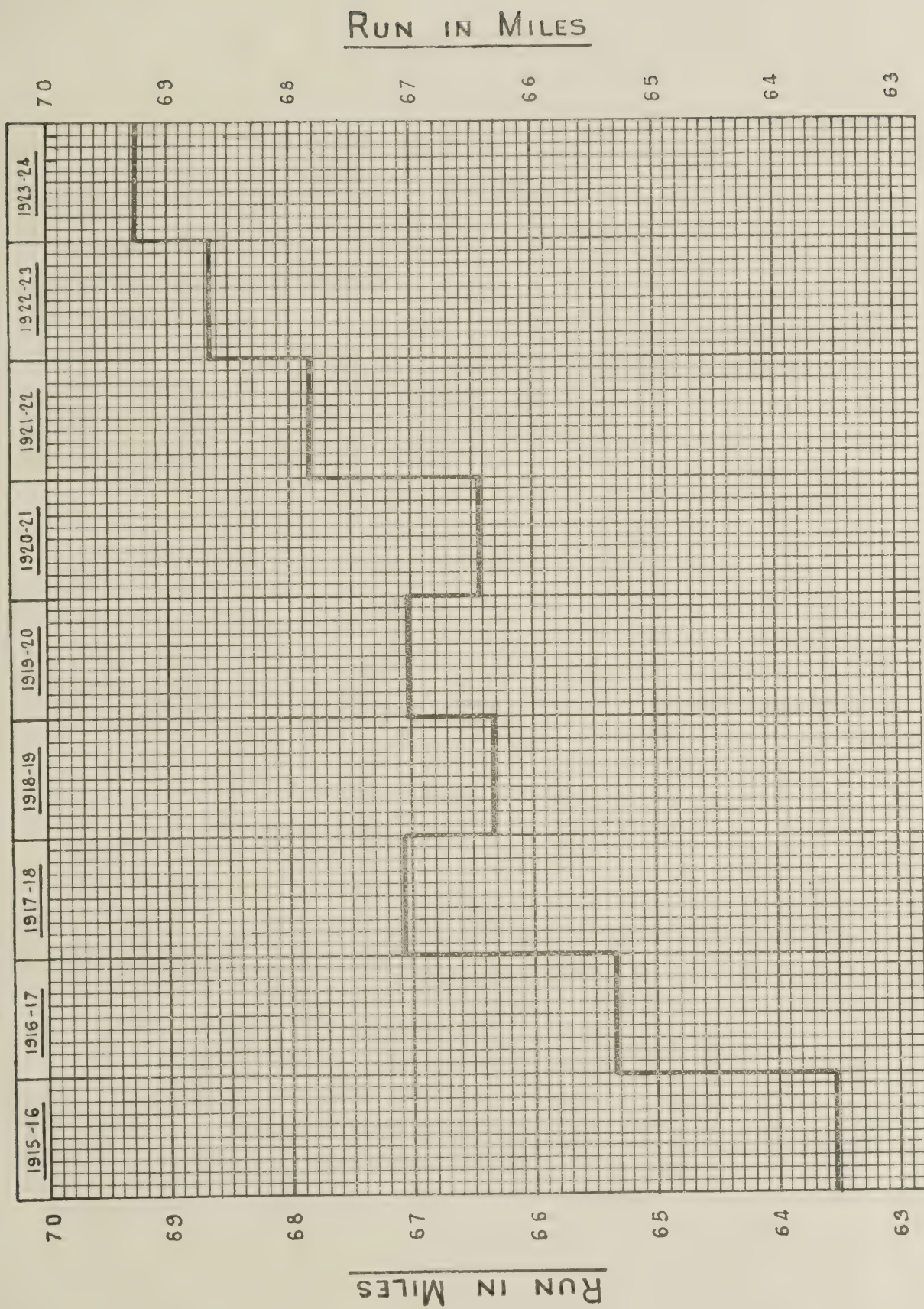


Stock-trains with  $\frac{3}{4}$  loads commenced running.



THE LIBRARY  
OF THE

AVERAGE DRIVERS RUN PER DAY OF 8 HOURS

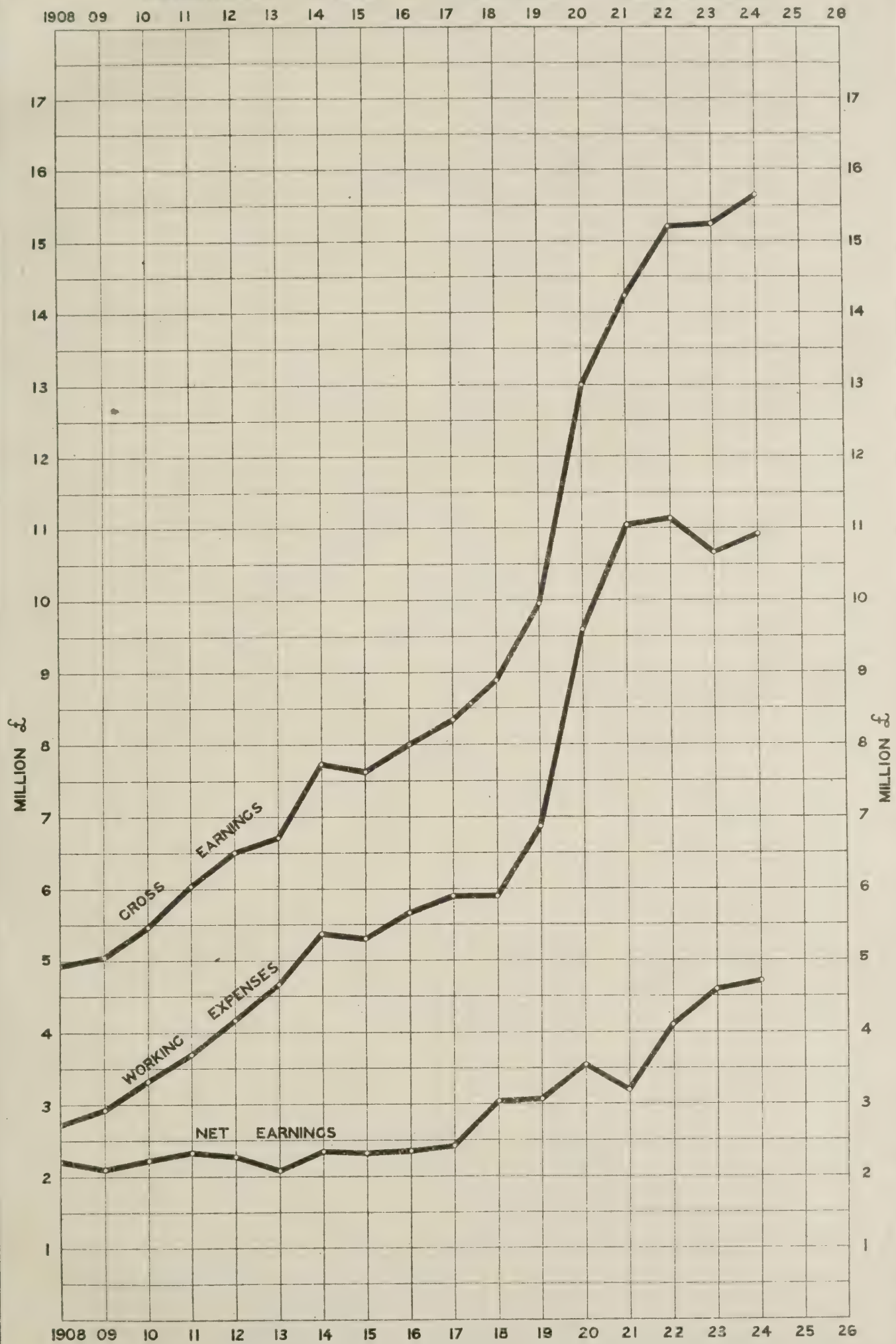






# RAILWAYS

## EARNINGS AND WORKING EXPENSES

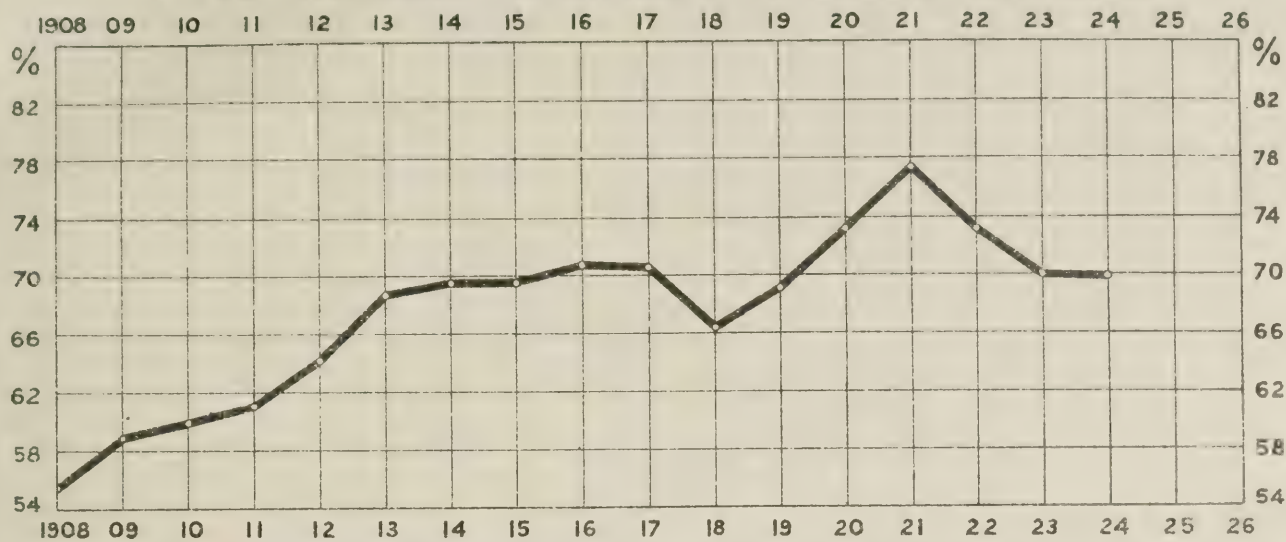




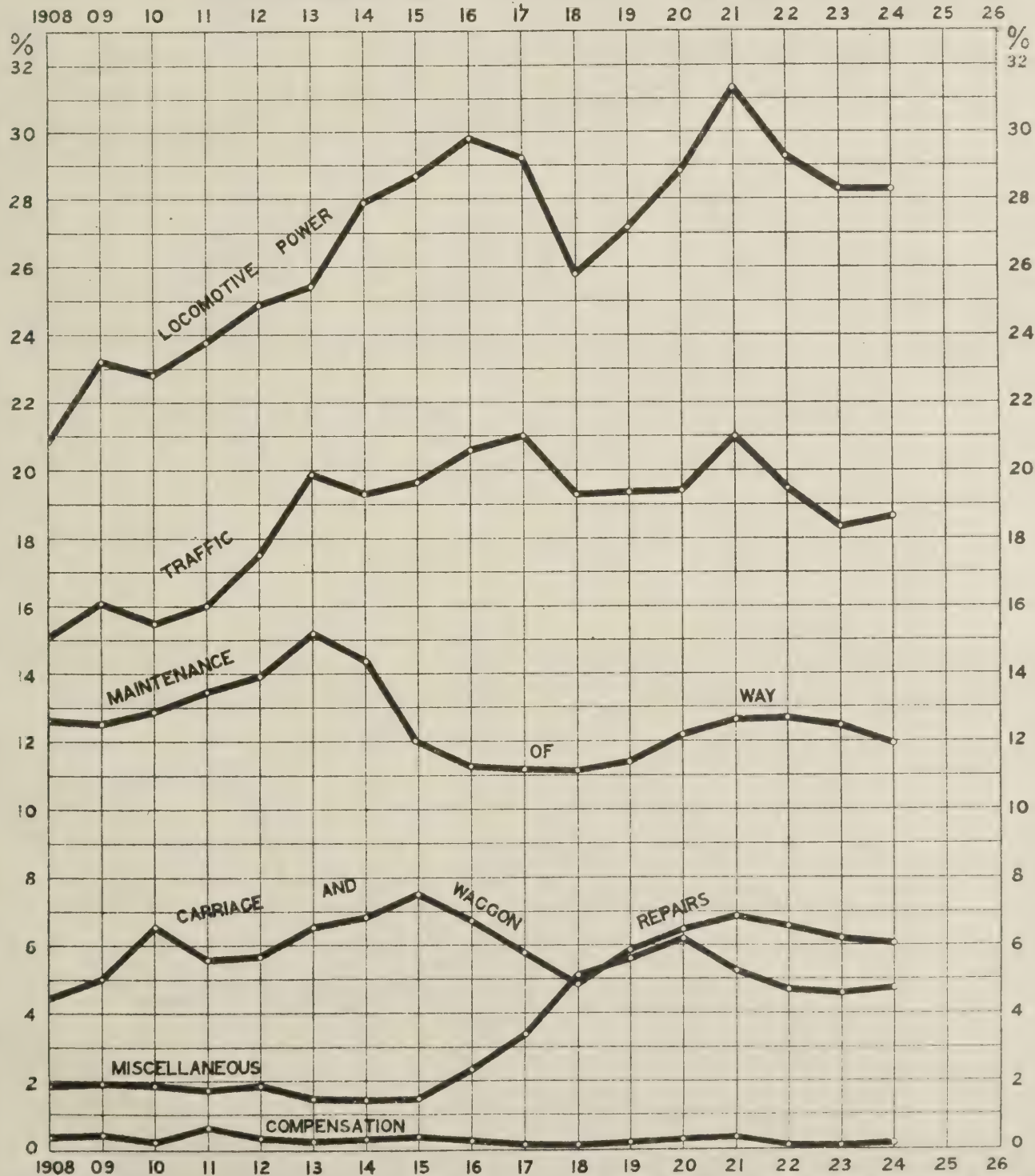
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# RAILWAYS

## TOTAL WORKING EXPENSES % OF GROSS EARNINGS



## DEPARTMENTAL WORKING EXPENSES

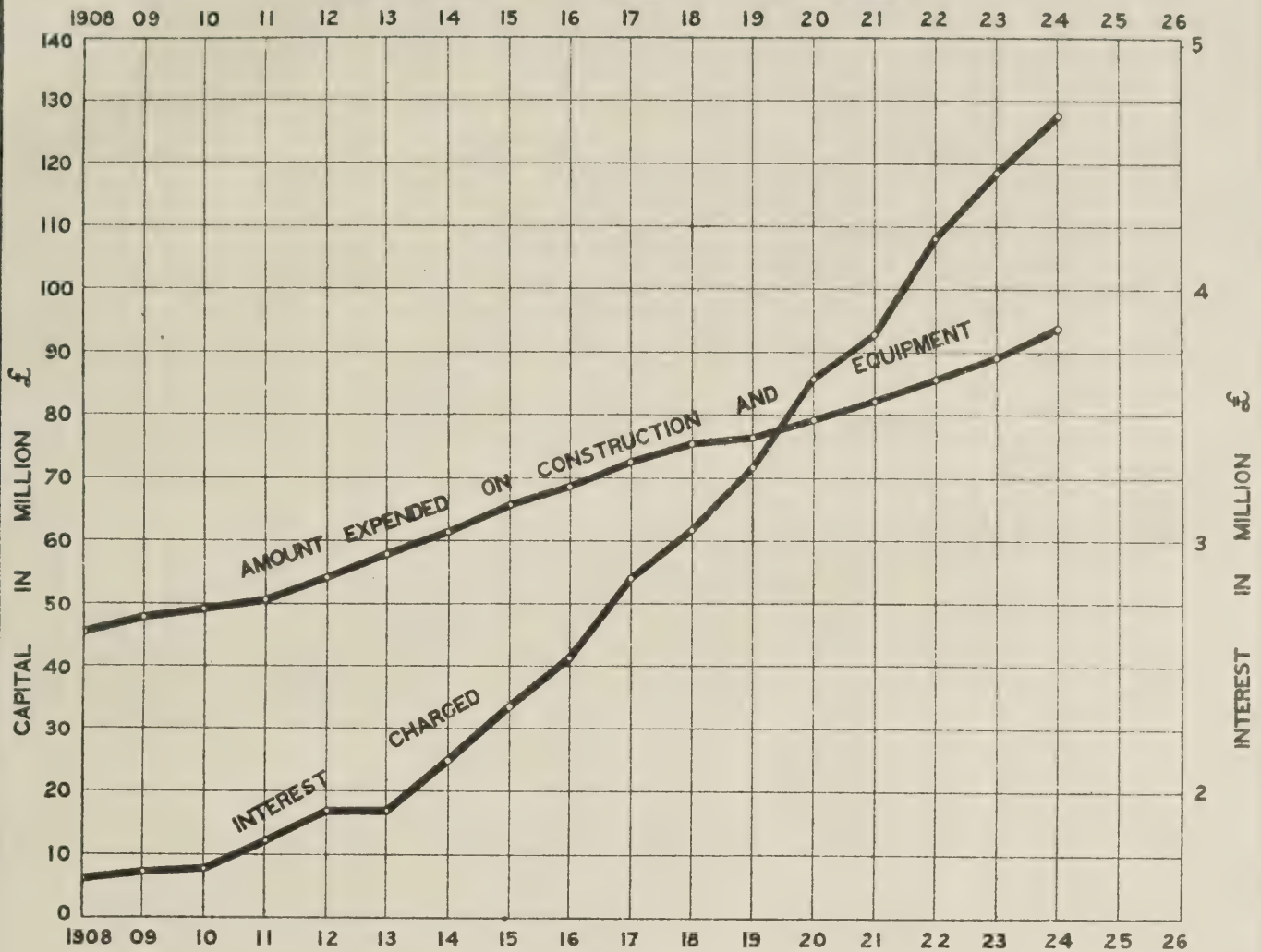




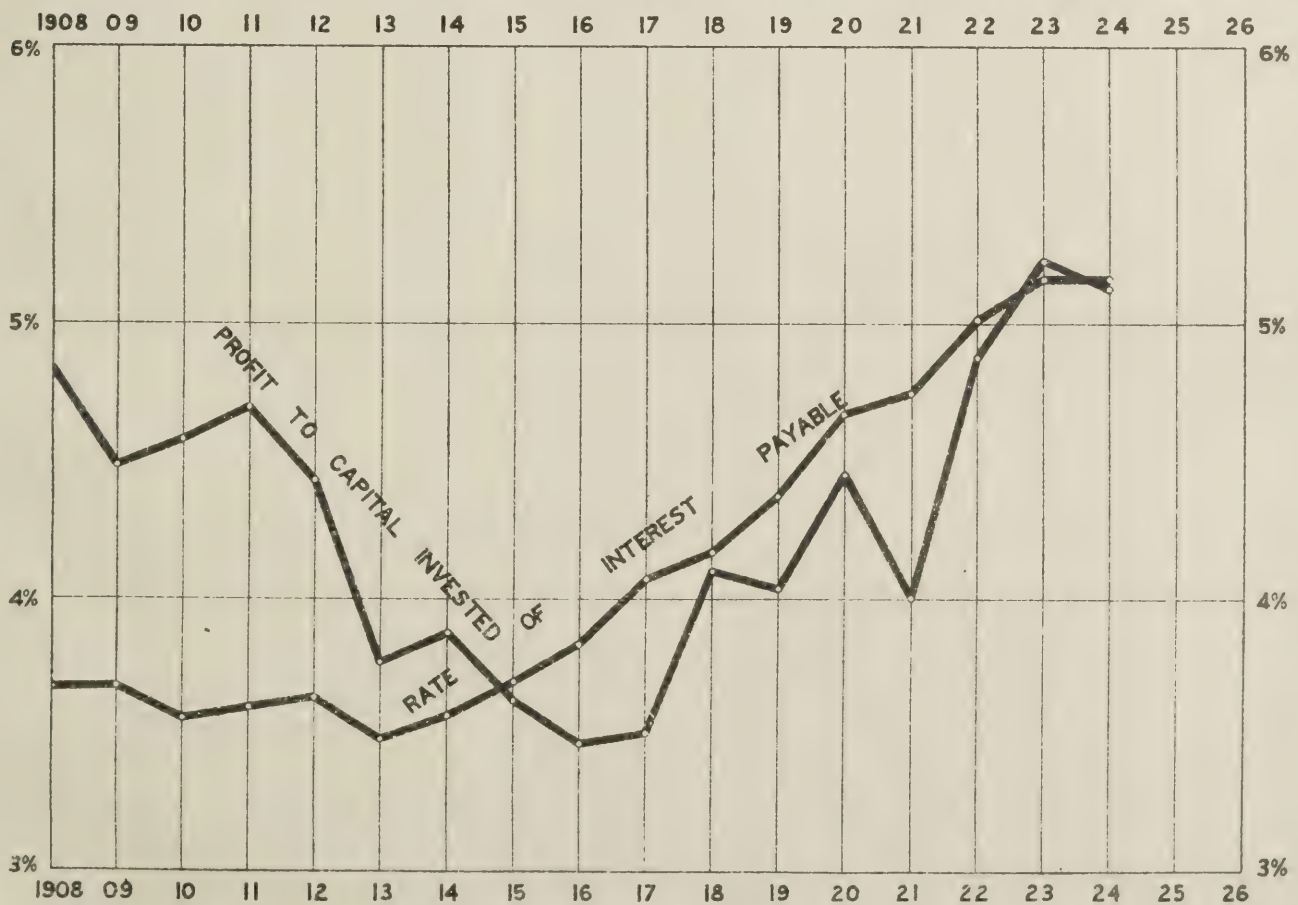
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# RAILWAYS

## CAPITAL AND INTEREST



## PROFIT TO CAPITAL AND INTEREST PAYABLE

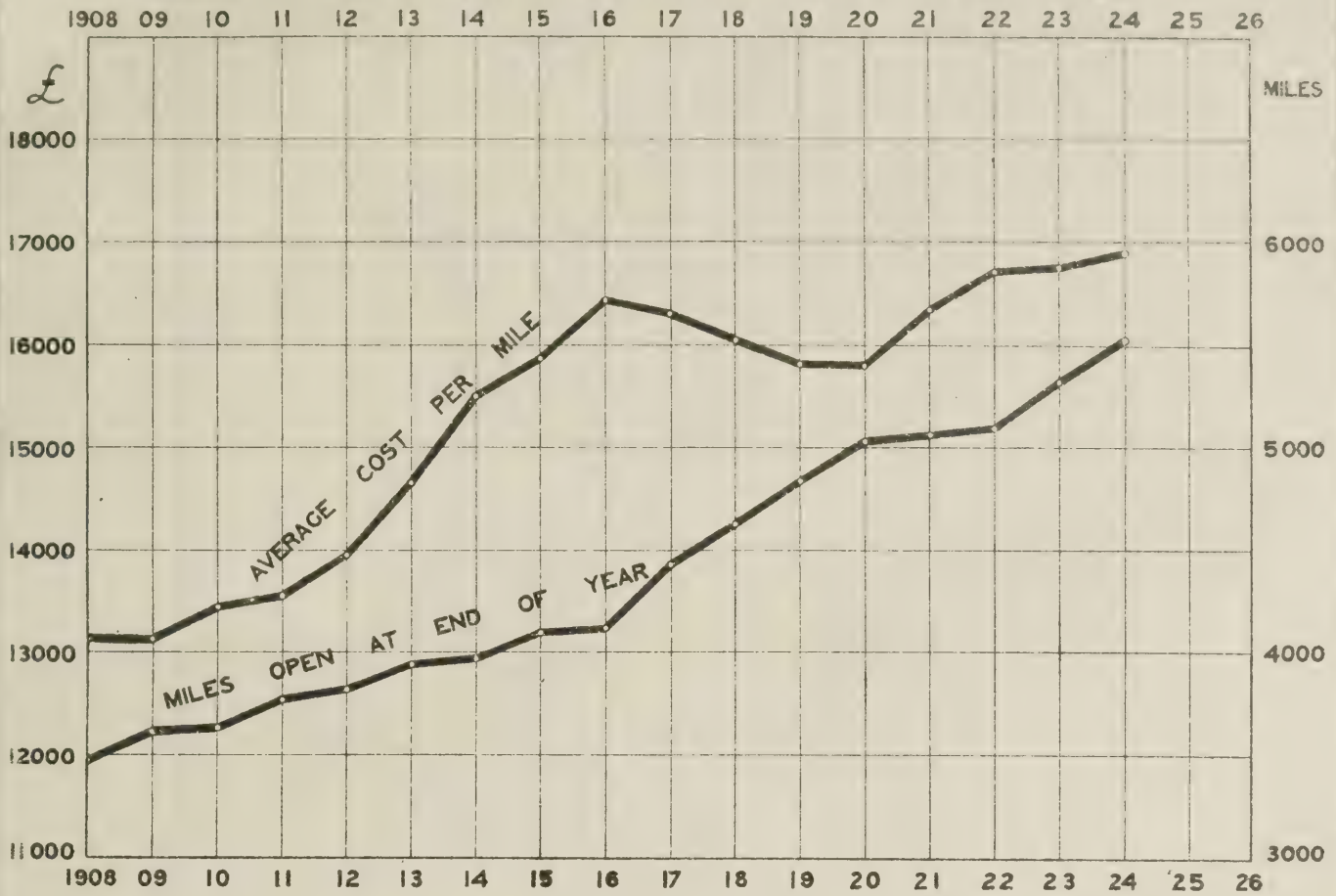




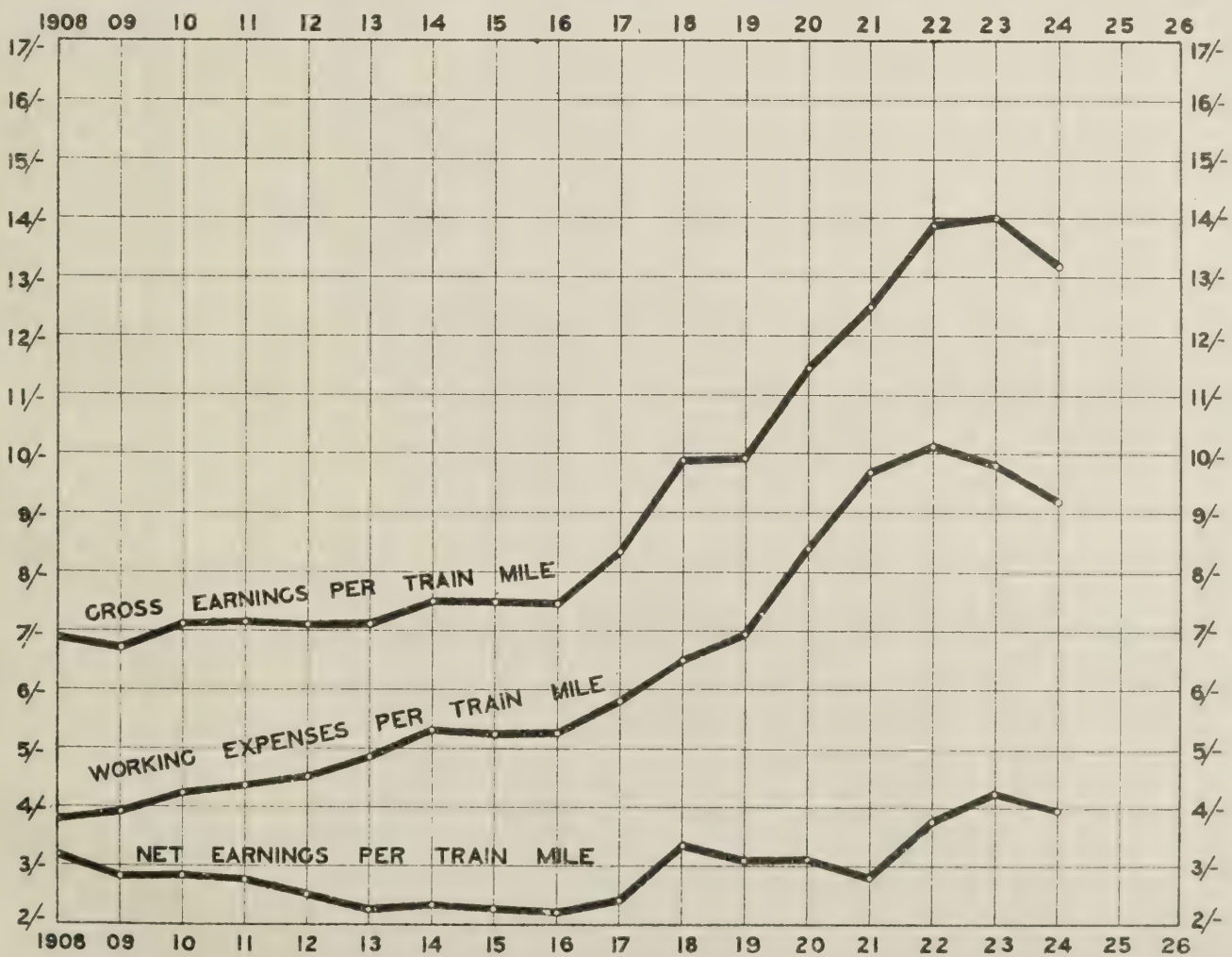
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CITY OF BOSTON

# RAILWAYS

## MILES OPEN AND AVERAGE COST PER MILE



## GROSS AND NET EARNINGS PER TRAIN MILE





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OF THE  
UNIVERSITY OF CHICAGO

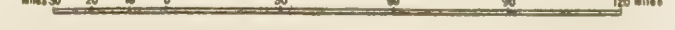






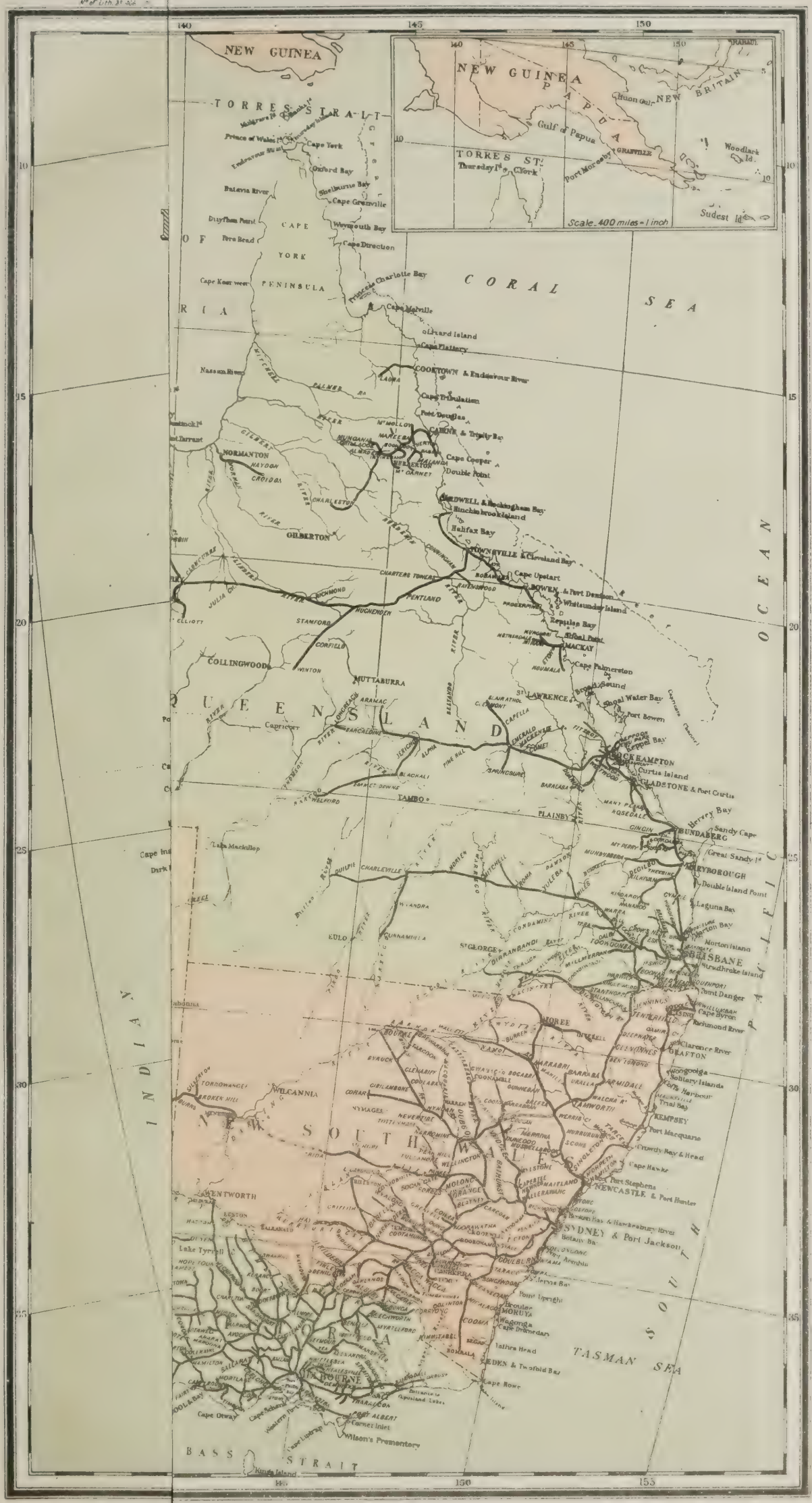
MAP  
of  
**NEW SOUTH WALES RAILWAYS**  
showing  
**COACH AND OTHER ROUTES FROM THE VARIOUS STATIONS**

1924  
Scale, 60 Miles to an Inch



- Explanation**
- Railway lines marked thus
  - Coach routes do do
  - Railways under construction do







MAP  
SHEWING THE PRINCIPAL  
RAILWAY SYSTEMS  
OF  
AUSTRALIA

1924

SCALE  
STATUTE 0 25 50 100 150 MILES  
RAILWAY LINES SHOWN THUS





1924.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAYS AND TRAMWAYS.

REPORT OF THE COMMISSIONERS FOR THE QUARTER  
ENDED 31st DECEMBER, 1923.*Printed under No. 1 Report from Printing Committee, 17 July, 1924.*

Office of the Railway Commissioners for New South Wales,

Sydney, 4th February, 1924.

TO THE HONORABLE THE MINISTER FOR RAILWAYS,—

Sir,

In accordance with the provisions of Section 39 of the Government Railways Act, 1912, as amended by the Government Railways (Amendment) Act, 1916, we have the honor to submit, for the information of Parliament, our Report for the quarter ended 31st December, 1923, upon the subjects specified, viz.:—

## STATE OF THE TRAFFIC.

RAILWAYS.						Quarter ended 31st December, 1923.	Quarter ended 31st December, 1922.	Increase.	Decrease.
Miles open	...	...	...	...	...	5,430 $\frac{3}{4}$	5,168 $\frac{3}{4}$	262	
Revenue									
{ Passenger									
{ Merchandise									
Expenditure						£3,031,171	£3,088,087	.....	£56,916
Train Miles run	...	...	...	...	...	6,149,913	5,537,555	612,358	
Earnings per train mile	...	...	...	...	...	13s. 7 $\frac{1}{2}$ d.	14s. 10 $\frac{3}{4}$ d.	.....	1s. 3 $\frac{1}{4}$ d.
Expenditure per train mile	...	...	...	...	...	9s. 10 $\frac{1}{4}$ d.	11s. 1 $\frac{3}{4}$ d.	.....	1s. 3 $\frac{1}{2}$ d.
Percentage—Expenditure to earnings	...	...	...	...	...	72·34	74·89	.....	2·55
Number of passengers	...	...	...	...	...	32,223,095	31,075,962	1,147,133	
Tonnage of goods traffic	...	...	...	...	...	1,206,872	1,072,847	134,025	
Tonnage of coal and coke	...	...	...	...	...	2,274,918	1,862,778	412,140	
Tonnage of other minerals	...	...	...	...	...	395,867	342,049	53,818	
Tonnage of live stock traffic	...	...	...	...	...	235,073	225,101	9,972	

TRAMWAYS.						Quarter ended 31st December, 1923.	Quarter ended 31st December, 1922.	Increase.	Decrease.
Miles open	...	...	...	...	...	225	229 $\frac{1}{2}$	.....	4 $\frac{1}{2}$
Revenue	...	...	...	...	...	£917,803	£926,903	.....	£9,100
Expenditure	...	...	...	...	...	£780,385	£806,947	.....	£26,562
Tram miles run	...	...	...	...	...	8,075,393	7,595,645	479,748	
Earnings per tram mile	...	...	...	...	...	2s. 3 $\frac{1}{4}$ d.	2s. 5 $\frac{1}{4}$ d.	.....	2d.
Expenditure per tram mile	...	...	...	...	...	1s. 11 $\frac{1}{4}$ d.	2s. 1 $\frac{1}{2}$ d.	.....	2 $\frac{1}{4}$ d.
Percentage—Expenditure to earnings	...	...	...	...	...	85·03	87·06	.....	2·03
Number of passengers carried	...	...	...	...	...	86,215,228	83,993,509	2,221,719	



## RAILWAYS.

## II.—GENERAL CONDITION OF THE LINES AND ACCOMMODATION FOR THE TRAFFIC.

The permanent way, bridges, buildings, wharves and fences have been efficiently maintained during the quarter.

Good progress has been made with the work of relaying, re-sleepering and reballasting the lines.

On the Western line the remainder of the duplication and deviation between Bowenfels and Cox's River has been completed, and was opened to traffic on the 28th October.

On the Illawarra line the quadruplication between Tempe and Rockdale has been completed, and was opened to traffic on the 28th October; work has commenced on the section from Rockdale to Hurstville. Between Thirroul and Wollongong the foundations for an overbridge at Mt. Pleasant crossing are well in hand; the new bridge at Minnamurra River has been completed and pile driving is now in hand for the abutments and piers for the double line portion of the bridge.

Between Lidcombe and Regent's Park, duplication and regrading work has proceeded satisfactorily. The main girders for the down road overbridge at Bridge-street have been placed in position, and the brickwork for the abutment of the underbridge at Vaughan-street has been completed. The earthwork for the loop connection to the main line at Lidcombe is about three-fourths done.

The following duplications and deviations have been completed during the quarter :—

Western line—	Date opened.	m. chs.
Middle River to Cox's River	... 28th Oct., 1923	... 4 23½ duplication.
" " "	... 28th " "	... 3 65 deviation.
Illawarra Line—		
Tempe to Rockdale	... 28th " "	... 2 39 quadruplication.

The bridge over Cook's River at Tempe in connection with the electrification of the railway lines between Sydney and National Park, has been completed, and was opened to traffic on the 27th October. The earthworks for the new car sheds at Mortdale and Punchbowl are approaching completion.

Further progress has been made in developmental work at the departmental coal mine at Lithgow. Work is now proceeding on the erection of an additional screen to deal with top coal, the erection of downcast steel head-frame and winding engine, and the foundation for screening plant, retaining wall and workshops. The output of coal is approximately 23,000 tons per month.

The construction of a tunnel for electrical transmission cables under Sydney Harbour from Longnose Point to Greenwich is approaching completion.

Other important works to provide additional accommodation for the traffic have been proceeded with during the quarter.

## CITY AND SUBURBAN ELECTRIC RAILWAY.

Construction work on this railway has proceeded during the quarter.

The excavation for the tracks on the western side of the Cleveland-street bridge is now in hand.

The masonry for the south abutment and south footpath pier of the Eddy-avenue bridge and the concrete backing of the south abutment to springing line have been completed, and a commencement made with the concrete filling of the south pier.

The rock-faced masonry of the Elizabeth-street retaining wall from Eddy-avenue to Hay-street has been finished together with about one-third of the parapet; the concrete backing is nearing completion. The masonry abutments for the Hay-street bridge have also been completed. The retaining walls supporting the tracks from Hay-street to Campbell-street are nearly finished. Work in connection with the construction of a bridge at Campbell-street has been held in abeyance pending negotiations with the City Council.

Work has continued on the driving of a tunnel for a new and enlarged water intake for the Ultimo Power House in connection with the Darling Harbour reclamation scheme.

The twin tunnels south of Liverpool-street have been completed and concreted for a distance of 233 feet.

The work of concreting the side walls and reinforced arch roof of the Liverpool-street Station has been pushed forward, the roof having been finished for a total length of 400 feet. Further progress has been made with the construction of the tunnels from Liverpool-street to St. James'.

The open cut south of Park-street has now been completely excavated and the whole of the concrete completed. The excavation work at St. James' Station has proceeded satisfactorily.

The driving for the Up and Down City East tunnels has made good progress and concreting operations will be undertaken at an early date.

## RAILWAY CONSTRUCTION.

The construction of new lines of railway has been proceeded with as follows:—

	Mls.	Chns.
Glenreagh to Dorrigo ... ..	44	20
Macksville to Urunga (opened to public traffic 3rd December) ...	17	20
Regent's Park to Cabramatta ... ..	5	54
Regent's Park to Enfield Marshalling Yards ... ..	3	00
Sydenham to Botany ... ..	5	16
Gilmore to Kunama (opened to public traffic 17th December) ...	21	45
Tarana to Oberon (opened to public traffic 3rd October) ...	15	7
Molong to Dubbo... ..	80	00
Binnaway to Werris Creek ... ..	90	70
The Rock to Pulletop ... ..	26	10
Roslyn to Taralga ... ..	15	66
Richmond to Kurrajong ... ..	6	71

The earthworks and culverts on the section from Glenreagh to Dorrigo are practically finished, the steel bridge over Bobo Creek has been completed, and the concrete piers for the bridges over Wild Cattle, Bielsdown, and Deep Creeks have been placed in position. Platelaying has been completed for a distance of 25 miles. The extension from Macksville to Urunga has been finished and was opened to public traffic on the 3rd December.

Work has been completed on the section from Regent's Park to Enfield, and good progress made with the work from Regent's Park to Cabramatta. The bridge over Shea's Creek on the Sydenham to Botany line has been finished, but other work is hampered through lack of steel supplies.

The extensions from Gilmore to Kunama and from Tarana to Oberon have been completed, and were opened to public traffic on the 17th December and 3rd October respectively.

Platelaying has not progressed beyond Little River on the section from Molong to Dubbo, but will be continued now that the steel bridge over that river has been erected. Ballasting work has been pushed forward. The steel bridge over the Macquarie River has been completed.

Work on the section from Binnaway to Werris Creek is approaching completion, and public traffic is being carried over the line.

Platelaying has been finished for a length of 12 miles on the extension from The Rock to Pulletop, and the earthworks beyond that distance are well in hand. Good progress is being made with the earthworks and culverts between Roslyn and Taralga.

Work has been commenced on the extension from Richmond to Kurrajong.

Trial surveys for proposed new lines from Morpeth to Port Stephens and Tempe to East Hills were completed during the quarter. Surveys are still in progress from Grafton to Killarney, Casino to Bonalbo, Kyogle to Richmond Gap, Cassilis to Leadville, Maryvale to Gulgong, and North Sydney to Manly.

## III.—SPECIAL RATES AND FARES.

A statement of the special rates, and the reasons for making the same, will be found attached as an Appendix (No. 1), page 5.

## IV.—STAFF.

These returns are given as an Appendix (No. 2), pages 6 to 13.

## GENERAL REMARKS.

The earnings show an increase of £67,151, and the expenditure a decrease of £56,916, as compared with the corresponding quarter of the previous year.

In coaching traffic there was an increase of £17,016, made up as follows:—First-class passengers, increase £3,778; miscellaneous increase, £13,894; second-class passengers, decrease £656.

The earnings from goods traffic increased by £50,135, the details being—Increases: Hay, straw, and chaff, £54,687; coal and coke, £80,683; minerals, other than coal and coke, £25,458; miscellaneous, £4,843. Decreases: General merchandise, £20,211; grain, flour, &c., £13,622; wool, £54,277; live stock, £17,426.

The tonnage carried for the quarter shows an increase of 609,955 tons, made up of increases in general merchandise, 73,444 tons; hay, straw, and chaff, 47,375 tons; grain, flour, &c., 26,257 tons; coal and coke, 412,140 tons; minerals other than coal and coke, 53,818 tons; live stock, 9,972 tons; whilst there was a decrease in wool of 13,051 tons.

The decrease in expenditure is principally due to continued improvement in operation.

The train mileage for the quarter shows an increase of 612,358 miles, and the number of passengers carried an increase of 1,147,133, as compared with the corresponding period of the previous year.

## TRAMWAYS



## TRAMWAYS.

The tramway earnings for the quarter show a decrease of £9,100, and the expenditure a decrease of £26,562, as compared with the corresponding quarter of the previous year. The latter decrease is due principally to the restoration of the 48-hour working week.

The mileage for the quarter increased by 479,748 miles, and the number of passengers carried by 2,221,719.

The tonnage of goods, the property of the Crown, carried on the Tramways during the quarter was 6,723 tons; the charges for the carriage of such goods amounted to £768, and the cost of carriage to £719.

The following tramway extension was opened to traffic during the quarter:—

17th December, King Max street, between Bradley's Head road and Military-road, Mosman, 10½ chains, double track.

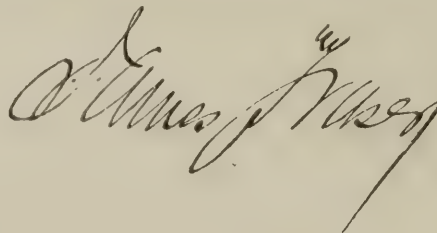
The construction of a new line of tramway from Undercliffe to Forest Hill is approaching completion.

Trial surveys were carried out during the quarter on proposed tram lines from Manly to Castle Rock and Rockdale to Bexley, and on a deviation of the Zetland to Rosebery tramway.

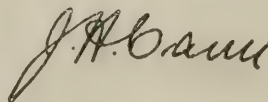
We have the honor to be,

Sir,

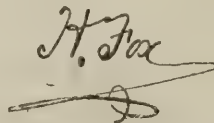
Your most obedient servants,



Chief Railway Commissioner.



Assistant Railway Commissioner.



Assistant Railway Commissioner

## APPENDIX I.

## NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

STATEMENT of Special Rates and Fares approved during the Quarter ended 31st December, 1923.

Traffic.	Particulars and Rate.	Reason for Rate.
Shunting, Wagga to Wagga Stock Yards, for Hardy & Son.	2s. 11d. per four-wheeled truck, maximum 5s. 10d. for every fifteen minutes or part thereof.	To equalise rates and encourage traffic.
Shunting, Rozelle to Wharf Siding, for Mulhearn Bros.	1s. 2d. per truck, maximum 5s. 10d. for every fifteen minutes or part thereof.	



## APPENDIX II.

## NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Section 39 of the Government Railways Act, 1912, as amended by the Government Railways (Amendment) Act, 1916, showing the Appointments and Removals of Employees for the quarter ended 31st December, 1923.

## APPOINTMENTS.

Date.	Name.	Position.	Rate.	Date.	Name	Position.	Rate.
1923. CHIEF ACCOUNTANT'S BRANCH.				1923. LOCOMOTIVE BRANCH—continued.			
5 Nov.	Colley, Gertrude	Junior clerk	£81 per annum.	5 Nov.	McPherson, Gordon D.	Boilermaker	2/3½ per hour.
1923. TRAFFIC AUDITOR'S BRANCH.				6 "	Purnell, Marshall	Shop boy	8½d. per hour.
22 Oct.	Webb, James H.	Junior messenger	5½d. per hour.	7 "	Tasker, Charles	Call boy	8½d. per hour.
1923. LOCOMOTIVE BRANCH.				12 "	Hyland, John F.	Carriage builders' apprentice.	4½d. per hour.
21 Sep.	McGr, Isaac	Boilermaker's apprentice	8½d. per hour.	2 "	Liddell, Arthur R.	Shop boy	8½d. per hour.
24 "	Cambridge, Thomas M.	Shop boy	8½d. per hour.	2 "	Robson, Robert	Fuelman	1/10 per hour.
24 "	Hanley, Phillip L.	Fitter	2/3½ per hour.	6 "	Walker, Reginald	Shop boy	8½d. per hour.
24 "	Colquhoun, George	Fitter	2/3½ per hour.	6 "	Gurney, Arthur L.	Shop boy	11d. per hour.
24 "	Clarke, Harold G.	Blacksmith	2/3½ per hour.	9 "	Strom, Alfred	Boilermaker	2/3½ per hour.
26 "	Clarkson, Lionel	Storeman	1/10½ per hour.	9 "	Murray, Francis	Shop boy	6½d. per hour.
1 Oct.	Douglas, James T.	Labourer	1/7½ per hour.	9 "	Hore, Edmund	Machinists' apprentice	3½d. per hour.
1 "	Goffrey, William R.	Boilermaker	2/3½ per hour.	9 "	Robson, Arthur L.	Fitters' apprentice	3½d. per hour.
1 "	Finnay, Joseph W.	Turner	2/3½ per hour.	9 "	Collins, John E.	Fitters' apprentice	3½d. per hour.
1 "	Bouris, Charles L.	Labourer	1/7½ per hour.	9 "	Baker, Francis H.	Fitters' apprentice	3½d. per hour.
1 "	Barnes, William	Turner	2/3½ per hour.	9 "	Johnston, Leslie	Boilermakers' apprentice	3½d. per hour.
1 "	James, Charles W.	Foreman's clerk	1/9½ per hour.	9 "	Warren, Albert H.	Shop boy	6½d. per hour.
1 "	Tyson, Joseph A.	Turner	2/3½ per hour.	9 "	Kluss, David D.	Shop boy	6½d. per hour.
1 "	Ridgell, Charles H.	Turner	2/3½ per hour.	9 "	Ferris, William F.	Shop boy	6½d. per hour.
1 "	Orth, George E.	Blacksmith	2/3½ per hour.	9 "	Solomon, George W.	Shop boy	8½d. per hour.
1 "	McMullen, Leslie A.	Turner	2/3½ per hour.	20 "	Hitchens, Francis G.	Call boy	6½d. per hour.
1 "	Oates, Joseph	Turner	2/3½ per hour.	22 "	Small, John E.	Call boy	11d. per hour.
1 "	Moulton, George F.	Turner	2/3½ per hour.	23 "	Koepper, Frank F.	Boilermakers' apprentice	3½d. per hour.
1 "	Walker, James A.	Striker	1/9½ per hour.	23 "	Cuell, Percy H.	Fitters' apprentice	3½d. per hour.
1 "	Buchan, Goffrey	Fuelman	1/9½ per hour.	26 "	Garton, William M.	Carriage builders' apprentice.	4½d. per hour.
1 "	Kennedy, Thomas	Boilermaker	2/3½ per hour.	26 "	Winter, Clement	Shop boy	8½d. per hour.
1 "	Evans, John	Labourer	1/7½ per hour.	26 "	Laing, Thomas W.	Carriage builders' apprentice.	4½d. per hour.
1 "	Nunn, Reginald	Shop boy	6½d. per hour.	26 "	Barnes, William	Fitters' apprentice	3½d. per hour.
1 "	Hart, Percy P.	Shop boy	8½d. per hour.	26 "	Halliday, Walter E.	Shop boy	8½d. per hour.
1 "	Rasmussen, Reginald	Shop boy	8½d. per hour.	27 "	Skinner, William H.	Boilermakers' apprentice	3½d. per hour.
1 "	Dickson, Milroy	Shop boy	8½d. per hour.	28 "	Bull, Leonard	Fuelman	1/10 per hour.
1 "	Elliott, Bruce A.	Blacksmith	2/3½ per hour.	30 "	Skinner, Herbert V.	Fuelman	1/10 per hour.
1 "	Dolan, Eugene J.	Fitters' apprentice	3½d. per hour.	30 "	Stuart, John V.	Shop boy	6½d. per hour.
1 "	Smyth, Frederick J.	Shop boy	6½d. per hour.	30 "	Griffiths, John	Fuelman	1/10 per hour.
1 "	McGrath, John P.	Fitters' apprentice	3½d. per hour.	3 Dec.	Booth, Harold	Boilermakers' apprentice	3½d. per hour.
1 "	Johnston, Clive A.	Fitters' apprentice	3½d. per hour.	3 "	Larum, George	Boilermakers' apprentice	3½d. per hour.
1 "	McDougal, Douglas A.	Fitters' apprentice	3½d. per hour.	3 "	Baker, Cecil R.	Shop boy	6½d. per hour.
1 "	Atord, George C.	Fitters' apprentice	3½d. per hour.	3 "	Taaffe, William T.	Shop boy	11d. per hour.
1 "	Ridwell, Neville C.	Fitters' apprentice	3½d. per hour.	3 "	Wilson, Edwin J.	Shop boy	6½d. per hour.
1 "	Ferguson, Keith E.	Fitters' apprentice	3½d. per hour.	6 "	Steele, William	Shop boy	8½d. per hour.
1 "	Finlay, Arthur W.	Carriage builders' apprentice.	3½d. per hour.	10 "	Thorburn, Robert	Fuelman	1/10 per hour.
2 "	Chapman, Harold B.	Shop boy	8½d. per hour.	10 "	Elliott, John R.	Fuelman	1/10 per hour.
2 "	Rupph, Carl W.	Fitters' apprentice	3½d. per hour.	10 "	Manning, John	Fuelman	1/10 per hour.
3 "	Mollaret, Edward B.	Shop boy	1/10½ per hour.	10 "	Donnellan, Walter P.	Call boy	8½d. per hour.
3 "	Dolan, John	Painters' labourer	1/10½ per hour.	11 "	Aussel, Walter W.	Call boy	11d. per hour.
8 "	James, William	Fuelman	1/9½ per hour.	11 "	Ward, Albert C.	Call boy	11d. per hour.
8 "	Smith, Leslie H.	Plumber	2/2 per hour.	11 "	Thompson, Sidney C.	Boilermakers' apprentice	3½d. per hour.
8 "	Shute, Sydney	Carpenters' apprentice	3½d. per hour.	11 "	Edwards, Athol C.	Fitters' apprentice	3½d. per hour.
8 "	Cave, Sidney J.	Shop boy	8½d. per hour.	13 "	Colleton, John	Messenger	8½d. per hour.
8 "	Finfield, George J.	Carpenters' apprentice	3½d. per hour.	17 "	Purcell, Francis C.	Boilermakers' apprentice	3½d. per hour.
8 "	Martin, George C.	Fitters' apprentice	3½d. per hour.	17 "	Manning, Jack	Fitters' apprentice	3½d. per hour.
9 "	Livingstone, George A.	Call boy	10½d. per hour.	17 "	Gooding, Moses W.	Boilermakers' apprentice	3½d. per hour.
9 "	Pendicost, William A.	Shop boy	6½d. per hour.	17 "	Cochrane, Albert	Gasfitters' apprentice	3½d. per hour.
9 "	Masters, John G.	Fitters' apprentice	3½d. per hour.	7 "	Parker, Athol J.	Shop boy	11d. per hour.
9 "	Mundley, Leslie T.	Fitters' apprentice	3½d. per hour.	9 "	Pile, Arthur R.	Shop boy	8½d. per hour.
11 "	Crooks, Albert	Shop boy	6½d. per hour.	14 "	Langford, Henry S.	Fitters' apprentice	3½d. per hour.
12 "	Fuller, James	Shop boy	8½d. per hour.	1923. PERMANENT WAY BRANCH, RAILWAYS.			
14 "	Lutz, Arthur E.	Boilermakers' apprentice	3½d. per hour.	28 May	Wood, Clarence E.	Clerk	£308 per annum.
14 "	Worsley, Roy A.	Boilermakers' apprentice	3½d. per hour.	7 Sep.	Weinert, Paul	Fitter	2/3½ per hour.
14 "	Howard, Norman P.	Fitters' apprentice	3½d. per hour.	10 "	Ford, John	Striker	1/9½ per hour.
14 "	Moore, Francis	Carriage trimmers' apprentice.	4½d. per hour.	27 "	Parrish, Ernest W.	Fettler	1/9½ per hour.
13 "	Russell, Harold	Shop boy	8½d. per hour.	2 Oct.	McDonald, Stanley R.	Fettler	1/8½ per hour.
13 "	Sutter, William	Gardener	1/8½ per hour.	8 "	Levett, John	Fettler	1/9½ per hour.
17 "	Muller, Clarence A.	Fuelman	1/10 per hour.	8 "	Forshaw, James	Fettler	1/8½ per hour.
18 "	McMenamin, John A.	Fitters' apprentice	3½d. per hour.	8 "	Moody, Harry	Fettler	1/8½ per hour.
22 "	Cornwall, Frank E.	Fitters' apprentice	3½d. per hour.	8 "	Smith, Ernest E.	Fettler	1/8½ per hour.
22 "	Dave, Douglas J.	Boilermakers' apprentice	3½d. per hour.	8 "	Daly, Thomas	Fettler	1/8½ per hour.
22 "	Kelly, Andrew W.	Boilermakers' apprentice	3½d. per hour.	8 "	Mulloy, Stanley	Fettler	1/8½ per hour.
23 "	Broomfield, Walter	Boilermakers' apprentice	3½d. per hour.	8 "	O'Brien, Vincent J.	Fettler	1/8½ per hour.
23 "	Anderson, Frederick F.	Boilermakers' apprentice	3½d. per hour.	8 "	Arnett, Charles V.	Fettler	1/8½ per hour.
23 "	Anderson, Colin S.	Fitters' apprentice	3½d. per hour.	8 "	Purness, George	Fettler	1/9½ per hour.
25 "	Purcell, Christopher	Shop boy	6½d. per hour.	8 "	Parker, Thomas	Fettler	1/9½ per hour.
25 "	Martin, Alfred J.	Shop boy	6½d. per hour.	8 "	Byrne, John	Fettler	1/9½ per hour.
29 "	O'Brien, Joseph T.	Fitters' apprentice	3½d. per hour.	8 "	Weir, Stephen	Fettler	1/9½ per hour.
29 "	Gerth, James F.	Fitters' apprentice	3½d. per hour.	8 "	Kelly, Herbert	Fettler	1/9½ per hour.
29 "	O'Shannessy, Charles J.	Fitters' apprentice	3½d. per hour.	8 "	Lawson, Joseph	Fettler	1/9½ per hour.
29 "	Burnes, Walter E.	Boilermakers' apprentice	3½d. per hour.	8 "	Hunter, William	Fettler	1/9½ per hour.
29 "	O'Donnell, Maurice L.	Fitters' apprentice	3½d. per hour.	8 "	Gordon, Arthur	Fettler	1/9½ per hour.
30 "	Casey, Arthur J.	Junior clerk	£7½ per annum.	8 "	Short, John A.	Fettler	1/9½ per hour.
30 "	Hutchinson, Arthur G.	Shop boy	6½d. per hour.	8 "	Treverrow, Albert J.	Fettler	1/9½ per hour.
31 "	Curran, Joseph	Fitters' apprentice	3½d. per hour.	8 "	Moore, Patrick B.	Fettler	1/9½ per hour.
1 Nov.	Brett, Athol J.	Call boy	11d. per hour.	8 "	Monaghan, Roy T.	Fettler	1/9½ per hour.
1 "	Over, James W.	Shop boy	8½d. per hour.	8 "	Thompson, William C.	Fettler	1/9½ per hour.
1 "	Moffatt, John	Assistant engineer	£500 per annum	8 "	Lepaus, Clarence D.	Fettler	1/9½ per hour.
2 "	Kain, George C.	Labourer	1/9½ per hour.	8 "	Crawley, William	Rough carpenter	1/10½ per hour.
5 "	Potter, William J.	Boilermakers' apprentice	3½d. per hour.	11 "	Kercher, Percy	Carpenter	2/2 per hour.
5 "	Hawkshaw, Benjamin	Fuelman	1/10 per hour.	11 "	Laker, Arthur F.	Carpenter	2/2 per hour.
5 "	Massman, Frank	Shop boy	6½d. per hour.	13 "	Munro, Jacob	Fettler	1/10 per hour.
5 "	Kennedy, Stanley P.	Shop boy	6½d. per hour.	19 "	Methley, George	Bricklayer	2/4½ per hour.
5 "	Gooley, Joseph E.	Shop boy	6½d. per hour.	19 "	Lewis, Hugh	Draftsman	£353 per annum.
5 "	Sainsbury, Harry H.	Shop boy	8½d. per hour.	22 "	Waser, William	Fettler	1/10 per hour.
5 "	McCallum, Francis J.	Shop boy	8½d. per hour.	22 "	Uren, Albert E.	Fettler	1/10 per hour.
5 "	Bourke, Richard H.	Shop boy	8½d. per hour.	29 "	Wells, Frank	Fitters' apprentice	3½d. per hour.
5 "	Thompson, Mary C.	Junior typist	£81 per annum.	30 "	Bruce, Walter	Bricklayer	2/4½ per hour.
5 "	Drane, Joseph S.	Boilermaker	2/3½ per hour.	30 "	Agnew, James	Fettler	1/10 per hour.
5 "	Rosewell, Edward	Fitter	2/4½ per hour.	5 Nov.	Pollard, Timothy	Fettler	1/10 per hour.
5 "	McNamara, William	Fitter	2/4½ per hour.	5 "	Morrissey, Garnett	Fettler	1/10 per hour.
5 "	Madrox, William	Blacksmith	2/3½ per hour.	5 "	Stewart, John F.	Fettler	1/9½ per hour.
5 "	Crawley, Henry	Fitters' labourer	1/10½ per hour.	5 "	Oke, George J.	Fettler	1/10 per hour.
5 "	Murphy, Leonard M.	Boilermaker	2/3½ per hour.	5 "	Moore, Alphonsus F.	Fettler	1/9½ per hour.



Date.	Name.	Position.	Rate.	Date.	Name.	Position.	Rate.
1923. PERMANENT WAY BRANCH, RAILWAYS—continued.				1923. TRAFFIC BRANCH, RAILWAYS—continued.			
5 Nov.	Price, Enock	Fettler	1/10 per hour.	2 Oct.	Duncombe, Clarence W.	Junior porter	3/6 per day.
5 "	Sturch, Frank	Fettler	1/10 per hour.	4 "	Mathews, Connell	Junior porter	3/11 per day.
5 "	James, Josiah H.	Assistant mining surveyor	£288 per annum.	4 "	Robison, Robert G.	Junior porter	3/11 per day.
7 "	Jones, Sidney	Fettler	1/10 per hour.	7 "	Beavis, Henry J.	Adult shunter	14/8 per day.
7 "	Wheeler, Charles	Fettler	1/10 per hour.	7 "	Reynolds, William B.	Gatekeeper	13/2 per day.
7 "	Cross, Frank	Fettler	1/10 per hour.	7 "	Marshall, Hugh R.	Junior porter	3/11 per day.
7 "	White, Sidney R.	Fettler	1/10 per hour.	7 "	Hicks, James F.	Junior porter	3/11 per day.
7 "	Heine, Claude	Fettler	1/10 per hour.	7 "	Buerckner, Alfred J.	Lad gatekeeper	7/1 per day.
7 "	Ryan, Patrick	Fettler	1/10 per hour.	7 "	Shepherd, John W.	Junior porter	3/6 per day.
7 "	Whitnough, William	Fettler	1/91 per hour.	7 "	Robertson, Archibald	Junior porter	5/11 per day.
8 "	Draper, Bert	Fettler	1/10 per hour.	8 "	Collins, Walter F.	Junior porter	7/1 per day.
8 "	Le Roy, John W.	Fettler	1/10 per hour.	8 "	Fullagar, Cecil B.	Junior porter	5/11 per day.
9 "	Oram, Robert M.	Painter	2/31 per hour.	9 "	Anderson, George	Junior porter	3/11 per day.
10 "	Hogan, Andrew	Fettler	1/91 per hour.	9 "	Bradley, Charles E.	Junior porter	4/9 per day.
10 "	Bradford, Christopher	Fettler	1/10 per hour.	10 "	Dunn, Thomas M.	Junior porter	5/9 per day.
12 "	Mitton, William	Fireman	1/10 per hour.	10 "	Boehme, Norman W.	Junior porter	4/7 per day.
14 "	Came, William H.	Carpenter	2/23 per hour.	11 "	Roach, Eric	Junior porter	3/9 per day.
14 "	Stiles, Berthley T.	Painter	2/31 per hour.	11 "	Taylor, Cedric C.	Junior porter	7/1 per day.
15 "	Thompson, Robert B.	Fettler	1/91 per hour.	12 "	Wunderleick, Arthur	Junior porter	4/1 per day.
15 "	Hems, Bertie	Carpenter	2/31 per hour.	13 "	Plummer, Ralph	Junior porter	5/11 per day.
19 "	Kite, George	Fettler	1/10 per hour.	13 "	Folly, Matilda	Gatekeeper	12/5 per week and quarters.
20 "	Laing, Edward G.	Fettler	1/91 per hour.	15 "	Booth, William	Junior porter	4/9 per day.
21 "	Barbour, George A.	Fettler	2/31 per hour.	15 "	Went, Henry L.	Junior porter	4/9 per day.
26 "	Guest, William	Fettler	1/10 per hour.	15 "	Davis, Stanley R.	Junior porter	4/1 per day.
26 "	Brennan, William	Fettler	1/91 per hour.	15 "	Phillips, Frederick W.	Junior porter	4/9 per day.
26 "	Sneddon, Andrew	Fettler	1/91 per hour.	15 "	McIntosh, Edward	Porter	14/2 per day.
26 "	Simmons, John	Fettler	1/10 per hour.	15 "	Rogers, Charles J.	Junior porter	4/1 per day.
26 "	Roser, Francis	Fettler	1/91 per hour.	16 "	Langdon, Frank	Junior porter	7/4 per day.
26 "	Egan, Patrick	Fettler	1/91 per hour.	16 "	Bennett, Allyn J.	Junior porter	7/1 per day.
26 "	Perry, Charles S.	Fettler	1/91 per hour.	16 "	Jagoe, Alan	Lad gatekeeper	7/4 per day.
28 "	Corban, Edward W.	Fettler	1/91 per hour.	16 "	Mather, John M.	Junior porter	3/7 per day.
28 "	Elliott, Vere	Fettler	1/91 per hour.	17 "	Lloyd, Lancelot R.	Lad gatekeeper	5/11 per day.
3 Dec.	Riley, William H.	Fettler	1/91 per hour.	17 "	Naylor, Clifford	Junior porter	4/1 per day.
3 "	Foster, Sidney	Fettler	1/10 per hour.	18 "	Williams, Ernest	Junior porter	5/11 per day.
3 "	McCarthy, William H.	Fettler	1/10 per hour.	18 "	Wiles, Vincent M.	Junior porter	7/4 per day.
3 "	Bateup, Richard	Fettler	1/91 per hour.	18 "	Scott, Una V.	Gatekeeper	4/8 per week and quarters.
3 "	Hancock, Henry W.	Fettler	1/91 per hour.	18 "	Sainby, Norman J.	Junior porter	5/11 per day.
3 "	Everingham, Horace	Fettler	1/10 per hour.	20 "	Swan, Francis C.	Junior porter	5/11 per day.
4 "	Daniels, Ernest E.	Fettler	1/91 per hour.	20 "	Lowe, Peter M.	Junior porter	5/11 per day.
6 "	Love, John	Shop Boy	11d. per hour.	22 "	Adams, Henry A.	Junior porter	5/11 per day.
7 "	Price, Cecil J.	Fettler	1/10 per hour.	22 "	Stanbury, James	Junior porter	4/9 per day.
7 "	Hilton, Christopher	Fettler	1/91 per hour.	22 "	Sandeman, Raymond	Junior porter	5/11 per day.
7 "	Reid, Hugh	Fettler	1/91 per hour.	22 "	Penman, Thomas	Junior porter	4/1 per day.
7 "	Bourke, James	Fettler	1/91 per hour.	22 "	Owen, Richard P.	Junior porter	7/4 per day.
7 "	Ure, Stephen	Fettler	1/91 per hour.	22 "	Willis, Elsie J.	Gatekeeper	14/10 per week and quarters.
8 "	Tucker, Walter	Fettler	1/91 per hour.	22 "	Millington Charles W.	Junior porter	4/1 per day.
10 "	Thompson, John	Labourer	1/81 per hour.	22 "	Friest, Cyril R.	Junior porter	4/9 per day.
10 "	Aheara, Amos	Labourer	1/81 per hour.	22 "	McMahon, Percy M.	Junior porter	7/4 per day.
10 "	Buckley, William	Labourer	1/81 per hour.	22 "	Whitehead, Thomas	Junior porter	4/9 per day.
10 "	Stephens, William	Labourer	1/81 per hour.	22 "	Reed, Frank J.	Goods labourer	14/8 per day.
10 "	Price, Leslie	Labourer	1/81 per hour.	22 "	Nara, Ernest	Goods labourer	14/8 per day.
10 "	Crow, John	Labourer	1/81 per hour.	22 "	Fryer, Thomas W.	Goods labourer	14/8 per day.
15 "	Little, Hugh	Fettler	1/91 per hour.	22 "	Duncan, William B.	Porter	14/2 per day.
15 "	Raffry, Albert	Fettler	1/10 per hour.	22 "	Crawford, George P.	Porter	14/2 per day.
15 "	Baker, Frank	Fettler	1/10 per hour.	22 "	Nash, Roy J.	Porter	14/2 per day.
15 "	Roberts, Charles	Fettler	1/10 per hour.	22 "	Henley, Raymond	Porter	14/2 per day.
15 "	Little, James	Fettler	1/91 per hour.	22 "	Lomax, Neville A.	Porter	11/2 per day.
15 "	Murray, William	Fettler	1/10 per hour.	22 "	McGregor, John E.	Goods labourer	14/8 per day.
15 "	Rothwell, John	Fettler	1/91 per hour.	22 "	Ah Ginn, Albert E.	Goods labourer	14/8 per day.
15 "	Geary, Richard	Fettler	1/91 per hour.	22 "	Peters, Septimus B.	Goods labourer	14/8 per day.
15 "	Savage, Frederick	Fettler	1/91 per hour.	23 "	Nesbitt, William E.	Junior porter	4/1 per day.
17 "	Larcombe, Percy	Stationary engine driver	2/1 per hour.	23 "	Richardson, Sydney W.	Adult shunter	15/2 per day.
17 "	Brown, Arthur	Blacksmith	2/31 per hour.	23 "	Watts, Joseph A.	Junior porter	7/4 per day.
17 "	Andrews, Francis	Patternmaker	2/41 per hour.	23 "	Hales, Louis B.	Lad gatekeeper	4/9 per day.
17 "	Graham, John	Structural steel-workers' assistant.	1/10 per hour.	24 "	Birrell, Percy N.	Adult shunter	15/2 per day.
17 "	Gracie, James	Structural steel-worker	2/21 per hour.	24 "	West, Walter	Adult shunter	15/2 per day.
18 "	Harris, Benjamin	Patternmaker	2/41 per hour.	24 "	McKay, Percy	Adult shunter	15/2 per day.
18 "	Bilbe, Sidney	Structural steel-workers' assistant.	1/10 per hour.	24 "	Baker, Frank	Adult shunter	15/2 per day.
18 "	Bilbe, Garnett	Structural steel-workers' assistant.	1/10 per hour.	24 "	Churchill, Jane E.	Gatekeeper	14/11 per week
1923. TRAFFIC BRANCH, RAILWAYS.				24 "	Turvey, Leslie	Adult shunter	15/2 per day.
11 July	Fairfax, Ethel	Typist	£117 per annum.	24 "	Grant, Henry R.	Junior porter	5/11 per day.
11 Aug.	O'Donnell, Phillip	Adult shunter	14/8 per day.	25 "	Doggett, Charles	Junior porter	3/7 per day.
16 "	Boardman, Rose	Gatekeeper	4/6 per week and quarters.	26 "	Prior, Owen C.	Junior porter	7/11 per day.
21 "	Heath, Alfred	Junior porter	4/7 per day.	28 "	Smith, Elizabeth	Gatekeeper	12/5 per week and quarters.
23 "	Herbert, Cecil C.	Junior porter	5/11 per day.	29 "	Worrad, Thomas B.	Adult shunter	15/2 per day.
23 "	Bales, William D.	Lad gatekeeper	5/11 per day.	29 "	Cunningham, William	Junior porter	4/9 per day.
27 "	Turner, Emily M.	Gatekeeper	12/5 per week and quarters.	29 "	McGuigan, Eugene F.	Junior porter	4/9 per day.
27 "	Munro, Arthur R.	Lad gatekeeper	4/9 per day.	29 "	Clarke, Joseph M.	Junior porter	1/1 per day.
29 "	Goodyer, Annie M.	Gatekeeper	4/8 per week and quarters.	30 "	Bourke, James F.	Junior porter	4/1 per day.
31 "	Morton, Florence	Gatekeeper	12/- per week & 10/- rent.	30 "	Cooper, Edward J.	Junior porter	5/11 per day.
7 Sep.	Wagner, Stanford D.	Adult shunter	14/8 per day.	31 "	Piggott, Nathan	Porter	13/8 per day.
7 "	Paul, John H.	Adult shunter	14/8 per day.	31 "	Jones, Percy H.	Junior porter	4/9 per day.
10 "	Nichols, Albert C.	Adult shunter	14/8 per day.	31 "	Bull, Charles	Adult shunter	15/2 per day.
12 "	Bennett, Frank	Junior porter	5/9 per day.	31 "	Packham, Samuel	Adult shunter	15/2 per day.
17 "	Burke, Francis J.	Junior porter	3/11 per day.	31 "	Englert, Bismark	Adult shunter	15/2 per day.
19 "	Bennett, Charles T.	Junior porter	8/2 per day.	31 "	Hazel, Lawrence	Adult shunter	15/2 per day.
20 "	Smith, Sarah J.	Gatekeeper	1/6 per week and quarters.	2 Nov.	Ryan, Charles A.	Junior porter	5/11 per day.
20 "	Withers, Leonard	Junior porter	5/9 per day.	2 "	Sharkie, Alice M.	Cleaner	10/3 per day.
24 "	Tam, John A.	Junior porter	1/1 per day.	2 "	Sandell, Alfred E.	Lad gatekeeper	4/9 per day.
24 "	Silver, Richard J.	Porter	13/8 per day.	2 "	O'Brien, Patrick M.	Junior porter	5/11 per day.
24 "	Gilbert, Ashton E.	Junior porter	4/7 per day.	2 "	Tee, Edward G.	Junior porter	5/11 per day.
24 "	Doust, Edgar L.	Junior porter	5/9 per day.	2 "	Laidlow, Dudley M.	Junior clerk	£78 per annum.
25 "	Green, Henry R.	Lad gatekeeper	5/9 per day.	2 "	Hennessy, Veronica	Typist	£105 per annum.
26 "	Hadley, Cecil R.	Adult shunter	14/8 per day.	2 "	England, Arthur W.	Lad gatekeeper	7/4 per day.
26 "	Adams, Arthur E.	Junior porter	4/7 per day.	2 "	Brooks, Beatrice	Gatekeeper	19/9 per week and quarters.
26 "	Bransen, Gerald M.	Junior porter	4/1 per day.	2 "	Wood, Charles W.	Junior porter	5/11 per day.
26 "	Fish, Charles A.	Lad gatekeeper	3/11 per day.	2 "	Titterton, Pearl M.	Gatekeeper	19/11 per week
27 "	McCusker, David W.	Lad gatekeeper	5/11 per day.	2 "	Welch, Charles	Adult shunter	15/2 per day.
29 "	Graham, Richard J.	Adult shunter	14/8 per day.	2 "	Trewen, William D.	Adult shunter	15/2 per day.
1 Oct.	Rocks, Henry	Junior porter	5/9 per day.	2 "	Holmes, Victor A.	Adult shunter	15/2 per day.
1 "	Gannon, Milton J.	Junior porter	5/9 per day.	2 "	Weddeswell, James	Adult shunter	15/2 per day.
3 "	Attwood, Harold	Junior porter	7/1 per day.	2 "	Farrell, Michael	Junior porter	4/1 per day.
3 "	Wall, Maurice H.	Junior porter	5/9 per day.	2 "	Ferguson, Duncan	Goods labourer	14/8 per day.
3 "	Beauchamp, Milton S.	Adult shunter	14/8 per day.	2 "	Barr, James	Porter	14/2 per day.
3 "	Finn, Walter J.	Junior porter	1/7 per day.	2 "	Casimer, Edward	Porter	14/2 per day.
				2 "	Blumer, Winifred	Attendant	7/9 per week and quarters.
				2 "	Cooper, Charles H.	Junior porter	7/4 per day.
				2 "	Pike, Frederick G.	Junior porter	5/11 per day.
				2 "	Savage, Walter C.	Adult shunter	15/2 per day.



Date.	Name.	Position.	Rate.	Date.	Name.	Position.	Rate.
1923. TRAFFIC BRANCH, RAILWAYS—continued.				1923. ELECTRICAL BRANCH, RAILWAYS.			
12 Nov.	Cameron, Kenneth	Junior porter	4/9 per day.	2 Oct.	Hanson, Hendrich	Trimmer	1/9½ per hour.
13 "	O'Brien, Cornelius	Junior clerk	£78 per annum.	8 "	Gilbertson, Henry E.	Junior labourer	10½d. per hour.
13 "	Simpson, Francis H.	Junior porter	5/11 per day.	8 "	Sainty, John F.	Electrical mechanics' apprentice.	3½d. per hour.
13 "	Hennessy, Charles	Junior porter	5/11 per day.	8 "	Bryant, John W.	Electrical Mechanics' apprentice.	3½d. per hour.
14 "	Ward, Robert J.	Junior porter	4/1 per day.	10 "	Lewis, James A.	Shop boy	8½d. per hour.
14 "	Hogan, Bertha	Attendant	7/9 per week and quarters.	15 "	Deins, Arthur A.	Probationer	6½d. per hour.
15 "	Sinclair, Roy	Junior porter	4/9 per day.	29 "	Corris, Thomas S.	Junior labourer	1/4 per hour.
16 "	Thorpe, Reginald	Junior porter	4/1 per day.	31 "	Walton, Edgar L.	Assistant Engineer	£500 per annum.
17 "	Ryan, Robert P.	Junior porter	4/1 per day.	5 Nov.	Nickless, Samuel	Shop boy	6½d. per hour.
18 "	Wright, Arthur C.	Porter	13/8 per day.	16 "	Edmonds, William	Probationer	8½d. per hour.
19 "	Foukes, Albert E.	Machinist	2/3½ per hour.	26 "	Dowell, John A.	Probationer	8½d. per hour.
19 "	Fowler, James E.	Junior porter	4/1 per day.	1923. STORES BRANCH, RAILWAYS.			
20 "	O'Sullivan, Cecil J.	Junior porter	4/9 per day.	17 Sep.	Lewis, Oswald	Store boy	8½d. per hour.
20 "	Quarimby, Wesley B.	Lad gatekeeper	7/4 per day.	17 "	Cox, Thomas	Store boy	10½d. per hour.
20 "	Sutherland, Herbert	Junior porter	4/9 per day.	18 Oct.	Kerim, George	Junior clerk	£106 per annum.
20 "	Johnston, Keith	Junior porter	5/11 per day.	1923. GENERAL BRANCHES.			
21 "	Gilbert, George H.	Adult shunter	15/2 per day.	18 Oct.	Thompson, Ivy E.	Junior clerk (Statistical)	£69 per annum.
21 "	Callen, William J.	Junior porter	5/11 per day.	26 "	Cleary, Austin	Messenger (Institute)	6½d. per hour.
21 "	Foley, Daniel	Junior porter	3/7 per day.	13 Dec.	Fry, Lionel W.	Messenger (Solicitor)	6½d. per hour.
22 "	Adams, James L.	Junior porter	4/1 per day.	13 "	Mason, Amy B.	Junior clerk (Statistical)	£81 per annum.
23 "	White, John L.	Junior porter	4/9 per day.	17 "	Harwin, Violet	Junior clerk (Statistical)	£69 per annum.
23 "	Mees, Raymond	Machinist	2/1½ per hour.	17 "	Giles, Thelma	Junior clerk (Statistical)	£105 per annum.
23 "	Sherrington, Jessie	Attendant	4/1 per day.	17 "	Rafter, Catherine	Junior clerk (Statistical)	£105 per annum.
26 "	Williams, John S.	Junior porter	4/1 per day.	1923. TRAFFIC BRANCH, TEAMWAYS.			
26 "	Norman, Raymond	Junior porter	4/9 per day.	4 Sep.	Capper, Clarence W.	Junior clerk	£77 per annum.
26 "	Pearce, Athol J.	Junior porter	5/11 per day.	3 Oct.	Rudd, Cyril M.	Junior clerk	£106 per annum.
26 "	Loveridge, Hugh A.	Lad gatekeeper	7/4 per day.	3 Dec.	Virgo, Thomas E.	Junior Motor Cleaner	1/0½ per hour.
26 "	Walker, Clifton R.	Junior porter	7/4 per day.	14 "	Billinton, James	Fettler	1/1½ per hour.
26 "	Wright, Herbert	Junior porter	7/4 per day.	18 "	Major, Victor H.	Fettler	1/1½ per hour.
27 "	Harris, Eileen	Gatekeeper	12/5 per week and quarters.	19 "	Dalwood, John J.	Junior motor cleaner	1/0½ per hour.
28 "	Sneddon, Archibald	Junior porter	4/1 per day.	1923. ELECTRICAL BRANCH, TEAMWAYS.			
28 "	Pacey, William	Junior porter	4/9 per day.	10 May	Willecock, Albert	Tracer	£210 per annum.
28 "	Cluff, Maude	Gatekeeper	4/8 per week and quarters.	30 Sep.	Corrigan, Leonard J.	Labourer	1/8½ per hour.
28 "	Craigen, Victor	Junior porter	4/9 per day.	10 "	Shaw, Austin E.	Cleaner	7½d. per hour.
28 "	Harris, Cyril W.	Junior porter	3/7 per day.	10 "	Murray, Maurice A.	Oxy-electrical welders' apprentice.	3½d. per hour.
28 "	McKean, Silas	Junior porter	7/4 per day.	11 "	Burgess, Edwin A.	Shop boy	1/0½ per hour.
28 "	Webb, James	Adult shunter	15/2 per day.	11 "	Graham, George H.	Acting electrical assistant	£286 per annum.
28 "	Byrnes, Oswald	Adult shunter	15/2 per day.	11 "	Roberts, Horace L.	Cleaner	11½d. per hour.
28 "	Hunt, Richard	Adult shunter	15/2 per day.	13 "	Dumbree, Frederick	Messenger	5½d. per hour.
28 "	Harris, Albert J.	Adult shunter	15/2 per day.	17 "	Dale, Frederick G. A.	Cleaner	7½d. per hour.
29 "	Hodges, Harry F.	Junior clerk	£78 per annum.	17 "	Davis, Arthur H.	Shop boy	8½d. per hour.
29 "	Thompson, Arthur	Adult shunter	15/2 per day.	19 "	Auschan, John	Draftsman	£368 per annum.
30 "	Hitchenson, Edgar	Junior porter	4/9 per day.	19 "	Olsen, John Malcolm	Shop boy	10½d. per hour.
30 "	Browning, Ernest	Junior porter	5/11 per day.	20 "	Flower, Henry H.	Carpenter	2/2 per hour.
3 Dec.	Byrne, Paul R.	Junior porter	4/9 per day.	24 "	Molloy, John M.	Cleaner	9½d. per hour.
3 "	Sturt, Alfred G.	Junior porter	3/7 per day.	24 "	Hill, Athol E.	Cleaner	9½d. per hour.
3 "	Wallbank, Russell	Junior porter	7/4 per day.	24 "	Lloyd, Leo Joseph	Cleaner	9½d. per hour.
3 "	McKean, Kenneth	Junior porter	7/4 per day.	24 "	Powell, Henry	Cleaner	9½d. per hour.
5 "	Conroy, William	Adult shunter	15/2 per day.	24 "	Thompson, Aubrey J.	Cleaner	9½d. per hour.
5 "	Wright, John B.	Adult shunter	15/2 per day.	24 "	Haran, John P.	Cleaner	7½d. per hour.
6 "	Taylor, Arthur C.	Junior porter	4/9 per day.	24 "	Emery, George	Cleaner	9½d. per hour.
6 "	Herlihy, Michael	Porter	13/8 per day.	24 "	Watson, Keith E.	Cleaner	7½d. per hour.
9 "	Cant, Edith	Gatekeeper	14/11 per week.	25 "	Moss, John James	Cleaner	7½d. per hour.
10 "	Brown, Eric	Junior porter	4/1 per day.	25 "	Harding, Kenneth W.	Cleaner	9½d. per hour.
10 "	Fowler, James	Porter	13/8 per day.	25 "	Parcell, Vincent A.	Cleaner	7½d. per hour.
10 "	Benson, Aubrey A.	Junior clerk	£106 per annum.	27 "	Dickens, Ernest	Cleaner	9½d. per hour.
10 "	Simpson, Arthur H.	Junior porter	4/1 per day.	27 "	Payne, John	Cleaner	9½d. per hour.
10 "	Rowe, William	Junior porter	7/4 per day.	2 Oct.	McBurney, Jack	Cleaner	9½d. per hour.
10 "	Kelly, Albert G.	Junior porter	5/11 per day.	2 "	Beresford, John D.	Cleaner	9½d. per hour.
11 "	Browning, Kevin W.	Junior porter	4/1 per day.	2 "	New, Reginald N.	Cleaner	7½d. per hour.
11 "	Godbee, Vivian J.	Junior porter	4/9 per day.	3 "	Marshall, Alfred G.	Cleaner	9½d. per hour.
11 "	Ryan, Vincent G.	Adult shunter	15/2 per day.	4 "	Upton, Alfred H.	Shop boy	1/2 per hour.
11 "	Goldrick, Walter	Junior porter	7/4 per day.	4 "	Seymour, Anthony	Shop boy	1/4 per hour.
12 "	Horsley, Wilfred	Junior clerk	£78 per annum.	5 "	Schmidt, George	Cleaner	11½d. per hour.
12 "	Telford, Archibald	Junior canvas worker	5/11 per day.	8 "	Naylor, Eric J.	Cleaner	1/0½d. per hour.
13 "	Smith, Florence	Machinist	50/6 per week.	8 "	Whittaker, Albert E.	Cleaner	11½d. per hour.
16 "	Mullen, Cicely	Gatekeeper	4/8 per week and quarters.	15 "	Scott, George C.	Electrical mechanics' apprentice.	3½d. per hour.
17 "	Chater, Henry	Junior porter	4/9 per day.	15 "	Higham, George E.	Cleaner	9½d. per hour.
19 "	Waish, Ernest	Adult shunter	15/2 per day.	16 "	McLaughlin, Martin A.	Cleaner	7½d. per hour.
19 "	Sullivan, Alfred	Adult shunter	15/2 per day.	16 "	Quill, Henry	Cleaner	7½d. per hour.
19 "	Blake, Alfred	Adult shunter	15/2 per day.	16 "	Stewart, Lawrence N.	Cleaner	7½d. per hour.
19 "	Gerner, Edward	Junior porter	5/11 per day.	16 "	Fraser, Ernest J.	Cleaner	9½d. per hour.
19 "	Wells, Jack F.	Adult shunter	15/2 per day.	17 "	Ryan, Cornelius	Cleaner	8½d. per hour.
20 "	Jackson, William	Adult shunter	15/2 per day.	19 "	Dutfield, Victor G.	Cleaner	9½d. per hour.
20 "	Cambourne, Robert	Adult shunter	15/2 per day.	22 "	Cotter, John L.	Labourer	1/8½ per hour.
24 "	Roach, Alexander	Junior porter	5/11 per day.	24 "	Allen, Robert F.	Cleaner	11½d. per hour.
24 "	Cook, Reginald	Junior porter	3/7 per day.	25 "	Halloway, James	Cleaner	9½d. per hour.
24 "	Seanes, Nora F.	Gatekeeper	7/4 per day.	25 "	Miller, Selby F.	Cleaner	11½d. per hour.
27 "	Woolie, Mervyn	Junior porter	5/11 per day.	26 "	Osborne, Thomas	Cleaner	9½d. per hour.
27 "	Eyre, Isidore L.	Junior porter	7/4 per day.	29 "	Campbell, Thomas J.	Turners' apprentice	3½d. per hour.
28 "	Morton, Percy	Adult shunter	15/2 per day.	29 "	Eastburn, Thomas	Cleaner	9½d. per hour.
1923. SIGNALLING BRANCH.				29 "	McDonagh, Leslie W.	Cleaner	9½d. per hour.
3 Sep.	Lambert, Edward H.	Junior clerk	£77 per annum.	29 "	Edwards, Arthur V.	Cleaner	11½d. per hour.
3 Oct.	James, Leonard R.	Fitters' apprentice	3½d. per hour.	29 "	Clark, Alfred E.	Cleaner	11½d. per hour.
2 "	Luntin, Walter	Point cleaner	1/8½ per hour.	30 "	Ibborson, William J.	Cleaner	1/1½ per hour.
22 "	McKay, Bruce S.	Fitters' apprentice	3½d. per hour.	31 "	Wood, Ernest W.	Cleaner	7½d. per hour.
22 "	Martin, Reginald	Shop boy	6½d. per hour.	31 "	Stirling, John	Cleaner	7½d. per hour.
22 "	Boddy, Charles W.	Shop boy	6½d. per hour.	2 Nov.	Vogt, Arthur T.	Trimmer	1/10 per hour.
29 "	Jackson, Alan	Machinists' apprentice	3½d. per hour.	5 "	Bullock, John H.	Cleaner	11½d. per hour.
29 "	Urquhart, Noel C.	Cadet draftsman	£118 per annum.	6 "	Simpson, Frederick A.	Power-house, junior	8½d. per hour.
1 Nov.	Hughes, Roy O.	Tinsmith	2/0½ per hour.	7 "	Easton, Norman	Cleaner	1/3½ per hour.
5 "	Miller, William	Shop boy	1/1 per hour.	7 "	Yates, Cecil E.	Shop boy	1/2½ per hour.
5 "	Tunks, Winter	Shop boy	6½d. per hour.	7 "	Barnfield, George E.	Shop boy	1/2½ per hour.
7 "	Bray, William	Labourer	1/9½ per hour.	12 "	Thomas, Alexander W.	Patternmakers' apprentice.	3½d. per hour.
7 "	Couper, Frank	Labourer	1/9½ per hour.	13 "	Allen, Edward	Cleaner	11½d. per hour.
7 "	Boland, Joseph	Striker	1/10 per hour.	16 "	Davison, William R.	Power-house junior	8½d. per hour.
14 "	McDonald, George	Electrical fitters' apprentice.	3½d. per hour.	19 "	Saddler, William H.	Cleaner	7½d. per hour.
15 "	Nobbs, Edward C.	Moulders' apprentice	3½d. per hour.	19 "	Goldsmith, George A.	Cleaner	9½d. per hour.
19 "	Longworth, Reginald	Electrical fitters' apprentice.	3½d. per hour.	20 "	O'Neill, John G.	Sub-station junior	1½d. per hour.
11 Dec.	Parr, George H.	Fitters' apprentice	3½d. per hour.				
11 "	Wisby, Reginald A.	Shop boy	6½d. per hour.				



Date.	Name.	Position.	Rate.	Date.	Name.	Position.	Rate.
1923. ELECTRICAL BRANCH, TRAMWAYS—continued.				1923. ELECTRICAL BRANCH, TRAMWAYS—continued.			
23 Nov.	Powell, Herbert	Cleaner	1/13d. per hour.	10 Dec.	Hopkins, Francis L.	Cleaner	7d. per hour.
23 "	Roberts, Garey	Cleaner	93d. per hour.	10 "	McLaurin, Duncan S.	Draftsman	£108 per annum.
24 "	Havcox, William H.	Cleaner	113d. per hour.	11 "	Pocle, Arthur J.	Cleaner	7d. per hour.
27 "	Anderson, William F.	Cleaner	1/17 per hour.	17 "	Neil, Dudley	Shop boy	43d. per hour.
28 "	Bedson, Ernest J.	Cleaner	93d. per hour.	18 "	Boon, Herbert E.	Messenger	11d. per hour.
27 "	Favis, Patrick	Cleaner	93d. per hour.	27 "	McKay, William T.	Cleaner	113d. per hour.
28 "	White, Ronald B.	Cleaner	93d. per hour.				
28 "	Garrod, Benjamin L.	Cleaner	73d. per hour.	1922. PERMANENT WAY BRANCH, TRAMWAYS.			
29 "	Frost, George C.	Cleaner	73d. per hour.	9 Oct.	Stobbie, Laurence	Labourer	1/81 per hour.
29 "	Hardiman, George W.	Cleaner	113d. per hour.	1923.			
30 "	Follers, John	Cleaner	113d. per hour.	1 June	Lees, Gordon E.	Labourer	1/81 per hour.
30 "	Lynch, George W.	Cleaner	113d. per hour.	9 Sep.	Mayo, Lewis A.	Clerk	1/10 per hour.
3 Dec.	Williams, Frederick S.	Messenger	53d. per hour.	10 Dec.	Hudson, Roy C.	Draftsman	£323 per annum.
3 "	Lenon, Robert E.	Cleaner	93d. per hour.				
3 "	Gulley, Frederick B.	Cleaner	1/13 per hour.				

## REMOVALS.

Date.	Name.	Position.	Rate.	Remarks
1923. CHIEF ACCOUNTANT'S BRANCH.				
10 Oct.	Mardardy, Frances	Clerk	£217 per annum	Discharged.
1923. LOCOMOTIVE BRANCH.				
9 Sep.	Buchanan, Henry	Fitter	2/33 per hour	Retired.
17 "	Kearns, Edward	Foreman's junior clerk	1/2 per hour	Resigned.
24 "	Ward, Harry	Cleaner	1/81 per hour	Resigned.
28 "	Stevens, William	Fuelman	1/91 per hour	Retired.
29 "	Eldridge, Mervyn	Call boy	1/2 per hour	Dismissed.
1 Oct.	Evans, William	Plumbers' apprentice	1/33 per hour	Discharged.
1 "	Hall, Henry	Driver	2/61 per hour	Deceased.
2 "	Norman, Edgar	Fitters' apprentice	1/4 per hour	Discharged.
2 "	Reumer, Albert	Turner	2/37 per hour	Resigned.
3 "	Slocumbe, John	Boilermaker	2/21 per hour	Retired.
3 "	Gribble, William	Driller	1/103 per hour	Resigned.
3 "	Frawley, John	Boilermakers' apprentice	33d. per hour	Resigned.
3 "	Manning, Cecil	Firelighter	1/91 per hour	Resigned.
4 "	Crowe, John	Shop boy	103d. per hour	Resigned.
4 "	Lindsay, Gerald	Shop boy	1/03 per hour	Resigned.
5 "	Fitzjames, Alfred	Storeman	1/10 per hour	Retired.
5 "	Heydon, Albert	Boilermakers' apprentice	1/33 per hour	Discharged.
5 "	Gray, Charles	Boilermakers' apprentice	33d. per hour	Resigned.
6 "	Smith, Leonard	Shop boy	1/2 per hour	Resigned.
7 "	Craig, Henry	Fireman	2/01 per hour	Discharged.
7 "	Hart, Percy	Shop boy	83d. per hour	Resigned.
9 "	Hogan, James	Wagon builder	2/41 per hour	Resigned.
9 "	Brooke, Arthur	Air-brake attendant	1/91 per hour	Retired.
10 "	Knight, Henry	Cleaner	1/81 per hour	Resigned.
11 "	Thomas, Arthur	Boilermakers' apprentice	1/33 per hour	Discharged.
13 "	Packer, Norman	Shop boy	83d. per hour	Resigned.
13 "	Johnston, John	Boilermakers' apprentice	1/4 per hour	Discharged.
14 "	Langford, Frederick	Shop boy	1/21 per hour	Resigned.
14 "	Smith, William	Timekeeper	£388 per annum	Retired.
14 "	Collis, Jack	Shop boy	1/1 per hour	Resigned.
17 "	Collins, Richard	Boilermaker	2/33 per hour	Resigned.
18 "	Hannafor, Harry	Wagon builder	2/51 per hour	Resigned.
18 "	Hingerty, John	Shop boy	1/4 per hour	Resigned.
19 "	Lamond, James	Carriage fitter	2/21 per hour	Retired.
20 "	Dickinson, Keightley	Head cleaner	2/11 per hour	Resigned.
20 "	Scott, Robert	Fitters' labourer	1/11 per hour	Resigned.
20 "	Wyatt, Kenneth	Carriage builders' apprentice	1/51 per hour	Discharged.
20 "	Sutton, August A.	Carpenter	2/21 per hour	Dismissed.
20 "	Davies, Alexander	Boilermakers' apprentice	53d. per hour	Resigned.
20 "	Kelleher, Charles	Fitters' apprentice	1/4 per hour	Discharged.
21 "	Flower, William L.	Fireman	2/1 per hour	Resigned.
22 "	Cockrill, Robert	Carriage fitter	2/21 per hour	Resigned.
23 "	Bonfield, John	Cleaner	1/81 per hour	Resigned.
23 "	Whittingham, Edward	Turner	2/37 per hour	Resigned.
23 "	Goddard, Alexander	Assembler	1/111 per hour	Discharged.
23 "	Bazley, Robert S.	Water softener attendant	1/93 per hour	Resigned.
23 "	Stinson, Thomas	Driver	2/7 per hour	Resigned.
26 "	Thompson, Alexander	Coppersmiths' labourer	1/101 per hour	Resigned.
26 "	Humphries, Herbert	Shop boy	1/1 per hour	Resigned.
26 "	Brookfield, John W.	Fitters' apprentice	1/11 per hour	Discharged.
27 "	Howes, Albert	Fitters' apprentice	1/81 per hour	Discharged.
27 "	Jowers, Frederick	Clerk	£308 per annum	Resigned.
29 "	Fishburn, Frederick	Boilermakers' apprentice	33d. per hour	Discharged.
29 "	Emerton, Stanley	Engine turner	2/1 per hour	Deceased.
29 "	Moran, John	Boilermaker	2/41 per hour	Retired.
29 "	Burns, William	Cleaner	1/91 per hour	Discharged.
31 "	Lockwood, William	Shop boy	83d. per hour	Resigned.
2 Nov.	Clarke, Edwin E.	Boilermaker	2/33 per hour	Resigned.
2 "	Stretton, Ernest	Boilermakers' apprentice	1/41 per hour	Discharged.
2 "	Rosewell, Norman	Fitters' apprentice	1/4 per hour	Discharged.
3 "	Muriel, Thomas	Fitter	2/31 per hour	Retired.
3 "	Ferrett, William	Boilermakers' apprentice	1/4 per hour	Discharged.
5 "	Platt, David	Carriage builder	2/51 per hour	Resigned.
5 "	McCrea, John	Boilermaker	2/31 per hour	Resigned.
5 "	Riese, Archibald	Brassfinisher	2/41 per hour	Resigned.
5 "	Bow, Robert	Carriage examiner	2/1 per hour	Dismissed.
7 "	Howe, George	Fitters' apprentice	53d. per hour	Resigned.
7 "	Brown, Sanderson	Stationary engine driver	2/3 per hour	Retired.
8 "	Frost, William	Driver	2/7 per hour	Dismissed.
8 "	Cremor, Carl	Fitter	2/31 per hour	Dismissed.
9 "	Ind, Norman	Fitters' apprentice	9d. per hour	Resigned.
9 "	Burgess, Samuel	Washoutman	1/111 per hour	Resigned.
10 "	Petterson, Arthur	Fuelman	1/10 per hour	Resigned.
13 "	Breen, Leonard	Shop boy	83d. per hour	Discharged.
14 "	Melville, William	Boilermakers' apprentice	1/81 per hour	Discharged.
14 "	Tillitzki, Godfrey	Electric welder	2/31 per hour	Resigned.
14 "	Lavett, William	Labourer	1/81 per hour	Resigned.
15 "	Young, John	Carriage builders' apprentice	1/101 per hour	Discharged.
15 "	Cantwell, Edward	Fitter	2/31 per hour	Dismissed.
15 "	Fitzgerald, George	Boilermakers' apprentice	53d. per hour	Resigned.
16 "	Nelson, Leslie	Fitters' apprentice	1/4 per hour	Discharged.
17 "	Barbour, Alexander	Fireman	2/1 per hour	Resigned.
17 "	King, Victor	Moulders' apprentice	1/81 per hour	Discharged.
17 "	Fleck, Cyril	Fitter's apprentice	1/81 per hour	Discharged.
17 "	McGregor, Frank	Fitters' apprentice	1/4 per hour	Discharged.



Date.	Name.	Position.	Rate.	Remarks.
LOCOMOTIVE BRANCH, RAILWAYS—continued.				
1923.				
17 Nov.	Bishop, George	Fitters' apprentice	1/4 per hour	Discharged.
17 "	Eoombs, Richard	Fitters' apprentice	1/8 per hour	Discharged.
17 "	Fox, Norman	Fitters' apprentice	1/4 per hour	Discharged.
17 "	Mullins, Thomas	Fuelman	1/10 per hour	Resigned.
17 "	Davis, John	Call boy	6d. per hour	Resigned.
18 "	Tucker, Charles	Sub-foreman	£388 per annum	Retired.
19 "	Bates, Walter	Carriage examiner	2/1 per hour	Deceased.
19 "	Benecke, John	Shop boy	1/4 per hour	Resigned.
20 "	Dando, Francis	Labourer	1/8 per hour	Resigned.
21 "	Walters, James	Labourer	1/9 per hour	Retired.
21 "	Walton, Henry	Fitters' apprentice	10d. per hour	Deceased.
22 "	Neal, William	Clerk	£293 per annum	Resigned.
22 "	Blissett, Jack	Carriage builders' apprentice	1 2/3 per hour	Discharged.
23 "	Tate, Samuel	Drill r	1/10 per hour	Deceased.
23 "	Wall, John	Labourer	1 9/4 per hour	Dismissed.
25 "	Foot, Leslie	Cleaner	1 9/4 per hour	Resigned.
26 "	Pollard, Sidney	Fitters' apprentice	1/4 per hour	Discharged.
29 "	Cook, James	Blacksmith	2/3 per hour	Retired.
29 "	Noon, Orlando	Fitters' apprentice	1/4 per hour	Discharged.
30 "	Punch, Nicholas	Blacksmiths' apprentice	1/4 per hour	Discharged.
1 Dec.	Camps, Albert W.	Shop boy	6d. per hour	Resigned.
1 "	Klaus, George	Sub-foreman	£388 per annum	Retired.
1 "	Godfrey, Thomas	Fitters' labourer	1/11 per hour	Retired.
3 "	Haddow, David	Assembler	1/11 per hour	Deceased.
3 "	Abbott, Alexander	Labourer	1/8 per hour	Resigned.
4 "	Lovell, William	Machinist	1/10 per hour	Retired.
4 "	Dargan, Alan	Fitters' apprentice	1/8 per hour	Dismissed.
4 "	McDonald, Albert	Fitters' labourer	1/10 per hour	Resigned.
4 "	Baker, John	Call boy	11d. per hour	Resigned.
5 "	Bryce, Jack	Tinsmiths' apprentice	1/1 per hour	Discharged.
8 "	Youngin, James H.	Fitters' apprentice	1/4 per hour	Discharged.
8 "	Goodman, Charles	Turner	2/3 per hour	Resigned.
8 "	Edwards, Herbert	Boilermakers' apprentice	1/4 per hour	Discharged.
9 "	O'Brien, John	Marker out	2 8/4 per hour	Deceased.
10 "	Simpson, William	Cleaner	1/9 per hour	Deceased.
10 "	Holman, William	Draftsman	£388 per annum	Resigned.
12 "	Hudson, Tom	Driver	2/7 per hour	Resigned.
13 "	Marshall, Thomas	Belt repairer	1/10 per hour	Resigned.
13 "	Gill, Jack M.	Machinists' apprentice	1/4 per hour	Discharged.
14 "	Hartmann, John	Pumper	2/1 per hour	Resigned.
14 "	Allen, Sidney	Boilermakers' helper	1/10 per hour	Discharged.
15 "	Spraggs, James W.	Call boy	6d. per hour	Discharged.
15 "	Wurth, Wilfred	Fitters' apprentice	1/4 per hour	Discharged.
17 "	Robson, Ernest	Fitters' apprentice	3d. per hour	Resigned.
18 "	Jones, Bertie	Boilermakers' apprentice	1/4 per hour	Discharged.
21 "	Roberts, William	Fitters' apprentice	1/4 per hour	Discharged.
22 "	Palmer, Alfred C.	Fitters' labourer	1/10 per hour	Resigned.
22 "	Carter, William	Fuelman	1/10 per hour	Resigned.
22 "	Moulds, Arthur	Carriage examiner	2/1 per hour	Resigned.
24 "	Munday, Frederick	Fitter	2/4 per hour	Resigned.
25 "	Matthews, John	Carriage builders' apprentice	1 5/4 per hour	Discharged.
25 "	Newling, Frederick	Driver	2/7 per hour	Retired.
27 "	Wilson, Edward	Fitter	2/4 per hour	Resigned.
31 "	Delaney, Elwyn	Fitters' apprentice	3d. per hour	Deceased.
PERMANENT WAY BRANCH, RAILWAYS.				
1923.				
5 May	Byron, Arthur	Labourer	1/7 per hour	Retired.
21 Sep.	Reid, Norman	Fitter	2/3 per hour	Resigned.
22 "	Murdock, Edward	Fettler	1/8 per hour	Resigned.
28 "	Shipton, Albert	Engine-driver	2/0 per hour	Resigned.
29 "	Penfold, Thomas B.	Ganger	1/10 per hour	Resigned.
2 Oct.	Hanley, James D.	Fettler	1/8 per hour	Resigned.
6 "	Bird, Roy C.	Fettler	1/8 per hour	Resigned.
7 "	Page, Joseph	Fettler	1/8 per hour	Retired.
7 "	Nicholls, John	Ganger	1/10 per hour	Retired.
8 "	Hawkes, Christopher	Fettler	1/8 per hour	Resigned.
10 "	Carthew, Stephen	Striker	1/9 per hour	Retired.
13 "	Roberts, Phillip	Chief inspector	£535 per annum	Retired.
14 "	Bevan, George	Striker	1/9 per hour	Retired.
18 "	Montgomery, Henry	Bridge improver	1/4 per hour	Discharged.
19 "	Ingham, Samuel	Fettler	1/10 per hour	Resigned.
20 "	Ross, Walter	Shop boy	8d. per hour	Resigned.
21 "	Arms, William	Sub-inspector	£388 per annum	Retired.
25 "	Yarrow, Stanley	Fettler	1/9 per hour	Resigned.
27 "	Bate, George	Carpenter	2/2 per hour	Resigned.
30 "	Everett, George	Fettler	1/9 per hour	Resigned.
1 Nov.	Shea, Samuel S.	Fettler	1/9 per hour	Resigned.
1 "	Jones, John	Bridge labourer	1/9 per hour	Resigned.
3 "	Spokes, Joseph	Fettler	1/9 per hour	Resigned.
5 "	Brough, John	Ganger	2/1 per hour	Deceased.
5 "	Rich, John C.	Ganger	2/0 per hour	Dismissed.
8 "	Thwaite, William	Plumbers' apprentice	1/4 per hour	Discharged.
9 "	Edwards, Roy	Fettler	1/9 per hour	Resigned.
9 "	Howard, Henry	Steam crane attendants' assistant	1/8 per hour	Dismissed.
12 "	Doyle, Patrick	Fettler	1/9 per hour	Deceased.
17 "	Cooper, John	Fettler	1/9 per hour	Resigned.
19 "	Burrow, Francis	Labourer	1/8 per hour	Resigned.
21 "	Barker, James	Ganger	1/11 per hour	Deceased.
22 "	Davies, William H.	Chargeman	2/0 per hour	Discharged.
23 "	Mills, John	Fettler	1/9 per hour	Dismissed.
24 "	Laing, Edward G.	Fettler	1/9 per hour	Resigned.
25 "	Worchurst, Henry	Sub-inspector	£388 per annum	Retired.
1 Dec.	Armstrong, Edward	Ganger	1/11 per hour	Retired.
1 "	Jarvis, James	Ganger	2/1 per hour	Retired.
5 "	Tarkham, Francis	Fettler	1/10 per hour	Dismissed.
5 "	Webber, William	Bridge improver	1/4 per hour	Discharged.
5 "	Ronnall, Frederick	Fettler	1/9 per hour	Retired.
7 "	White, James D.	Surveyor	£508 per annum	Discharged.
9 "	Hutchinson, John	Inspector	£488 per annum	Retired.
10 "	Sturt, Malcolm	Fitters' apprentice	1/4 per hour	Discharged.
13 "	Savage, Ernest	Fettler	1/9 per hour	Retired.
19 "	Belden, Albert E.	Fettler	1/9 per hour	Deceased.
23 "	Palmer, William	Junior clerk	£164 per annum	Resigned.
TRAFFIC BRANCH, RAILWAYS.				
1923.				
4 Sep.	Andrews, Frederick	Guard	15/8 per day	Dismissed.
11 "	Stockdale, George	Porter	13/2 per day	Dismissed.
16 "	Smith, Sydney	Night officer	£261 per annum	Resigned.
18 "	Allsopp, Rowland	Ticket collector	14/8 per day	Resigned.
26 "	Neville, Thomas	Junior porter	4 7 per day	Resigned.
26 "	Careless, Albert H.	Signalman	14/8 per day	Retired.
27 "	Kirkham, George R.	Clerk	£271 per annum	Resigned.



Date.	Name.	Position.	Rate.	Remarks.
1923, TRAFFIC BRANCH, RAILWAYS—continued.				
29 Sep.	Small, Gerald	Junior porter	7/1 per day	Resigned.
30 "	Hanchett, Alice	Gatekeeper	12s. per week and quarters.	Retired.
1 Oct.	Powell, Louisa	Gatekeeper	4/6 per week and quarters.	Resigned.
1 "	Hunter, Norman	Lad gatekeeper	7/1 per day	Resigned.
2 "	Thomson, George	Stationmaster	£291 per annum and quarters.	Retired.
3 "	Turner, Harold	Goods labourer	14/2 per day	Dismissed.
3 "	Sheldrick, Elsie	Gatekeeper	4/6 per week and quarters.	Retired.
4 "	Boyd, Alexander	Junior porter	9/11 per day	Resigned.
4 "	Lawson, Malcolm	Porter	13/2 per day	Resigned.
4 "	Thornton, Joseph	Porter	13/8 per day	Retired.
5 "	Bruce, Norman	Junior porter	5/9 per day	Resigned.
5 "	Willow, John	Signalman	14/8 per day	Retired.
6 "	Richards, Walter	Porter	13/8 per day	Resigned.
6 "	Ling, Walter C.	Senior shunter	17/2 per day	Resigned.
10 "	Wallace, William J.	Junior porter	8/2 per day	Resigned.
10 "	Grant, Samuel	Signalman	18/2 per day	Retired.
11 "	Burgess, Thomas	Porter	13/2 per day	Resigned.
11 "	Bridger, Dawson	Tarpaulin repairer	16/2 per day	Retired.
11 "	Willis, Ernest J.	Junior porter	10/3 per day	Resigned.
12 "	James, Cecil E.	Junior porter	8/2 per day	Resigned.
12 "	Robertson, Andrew	Porter	14/8 per day	Resigned.
13 "	Mosely, Percy	Guard	16/8 per day	Resigned.
13 "	Flyard, Walter	Clerk	£301 per annum	Resigned.
13 "	Jerrett, George	Junior porter	7/1 per day	Resigned.
13 "	Burton, William	Junior porter	5/9 per day	Resigned.
13 "	Wood, Stanley	Porter	13/8 per day	Resigned.
13 "	McKenzie, Phillip	Junior porter	5/9 per day	Resigned.
13 "	Jones, Mary	Cleaner	10/3 per day	Resigned.
13 "	Clancy, Reginald	Junior porter	5/11 per day	Resigned.
15 "	Bird, Alice	Gatekeeper	14/11 per week	Resigned.
15 "	Beck, William	Adult shunter	15/2 per day	Dismissed.
15 "	Byron, George	Junior porter	8/6 per day	Resigned.
16 "	Sweeney, Walter H.	Junior porter	7/4 per day	Dismissed.
16 "	Jeffrey, John D.	Adult shunter	15/8 per day	Deceased.
17 "	Kendrick, George	Porter	14/2 per day	Resigned.
17 "	Smith, Francis	Junior clerk	£103 per annum	Deceased.
17 "	Grant, Colin W.	Porter	14/2 per day	Dismissed.
17 "	Kearney, William	Junior porter	5/11 per day	Resigned.
18 "	Dougal, Helen M.	Attendant	17/9 per week	Retired.
19 "	Cullen, John T.	Junior porter	7/4 per day	Resigned.
22 "	Hutson, Alfred V.	Porter	15/2 per day	Dismissed.
23 "	Ritchie, Jack D.	Junior clerk	£128 per annum	Resigned.
23 "	Cahill, Ellen	Gatekeeper	14/6 per week	Resigned.
23 "	Hewitt, John	Adult shunter	15/2 per day	Dismissed.
23 "	Mayne, John W.	Porter	14/2 per day	Dismissed.
25 "	Stanway, Thomas B.	Signalman	16/8 per day	Retired.
26 "	Tull, Baden F.	Porter	14/2 per day	Resigned.
26 "	Gordon, Stanley	Junior porter	7/4 per day	Dismissed.
27 "	Davis, Harvey R.	Adult shunter	15/2 per day	Resigned.
27 "	Pritchard, Ernest J.	Junior porter	5/11 per day	Resigned.
29 "	Shaw, Henry	Junior porter	5/11 per day	Resigned.
29 "	Casey, Thomas W.	Head shunter	19/2 per day	Resigned.
31 "	Masterson, Reginald	Machinist	2/1 1/4 per hour	Resigned.
31 "	Suthons, Emma	Gatekeeper	19/9 per week and 10/3 rent.	Resigned.
1 Nov.	Guest, Wallace	Stationmaster	£298 per annum and quarters.	Retired.
1 "	Pretty, Ronald	Porter	14/2 per day	Retired.
3 "	Sawtell, James	Porter	13/8 per day	Resigned.
3 "	Doutty, Walter	Porter	14/2 per day	Resigned.
3 "	Watson, Joseph	Junior porter	7/4 per day	Resigned.
3 "	Hopkins, William	Junior porter	8/6 per day	Dismissed.
5 "	McConnell, Albert	Night officer	£268 per annum	Resigned.
5 "	Hibernan, James H.	Junior porter	5/11 per day	Resigned.
5 "	Millington, Charles	Junior porter	4/1 per day	Resigned.
6 "	Bankes, Percy	Junior porter	10/3 per day	Resigned.
6 "	Johnson, Leslie	Guard	15/8 per day	Deceased.
8 "	Birmingham, Ellen	Gatekeeper	22/- per week	Retired.
9 "	Hanrahan, Thomas	Guard	17/2 per day	Resigned.
9 "	Keefe, Agnes	Gatekeeper	34/3 per week	Retired.
9 "	Carney, Catherine	Gatekeeper	14/11 per week	Resigned.
9 "	Parkhill, John	Porter	14/2 per day	Deceased.
9 "	Hoare, Clarice	Gatekeeper	4/8 per week and 10/3 rent.	Resigned.
10 "	Hawke, Harold	Guard	16/8 per day	Dismissed.
10 "	Fisher, Eva	Attendant	15/1 per week and quarters.	Resigned.
10 "	Hunt, Noel	Junior porter	7/4 per day	Resigned.
10 "	Cummins, Harry	Adult shunter	15/2 per day	Resigned.
12 "	Page, Mary E.	Gatekeeper	4/6 per week and quarters.	Resigned.
12 "	Long, Francis	Porter	14/2 per day	Resigned.
12 "	Collins, Harold C.	Junior porter	7/4 per day	Resigned.
14 "	Doyle, Patrick F.	Porter	14/2 per day	Resigned.
15 "	Black, Earwythe	Gatekeeper	14/11 per week	Resigned.
15 "	Hamlyn, Elizabeth	Female machinist	56/6 per week	Resigned.
19 "	Cassara, John	Junior porter	7/4 per day	Resigned.
19 "	Links, Bartholomew	Coal guard	15/8 per day	Resigned.
21 "	Green, Francis	Adult shunter	15/2 per day	Dismissed.
22 "	Langdon, Frank	Junior porter	7/4 per day	Resigned.
23 "	Brown, John	Guard	17/2 per day	Deceased.
23 "	Garner, James	Porter	14/8 per day	Retired.
24 "	Macnamara, John	Machinist	2/6 3/4 per hour	Resigned.
24 "	Bent, Eva	Attendant	18/- per week	Resigned.
24 "	Norton, Leslie	Junior porter	5/11 per day	Resigned.
26 "	Harkins, William	Junior porter	8/6 per day	Resigned.
26 "	Wallace, Joseph	Guard	17/2 per day	Retired.
29 "	Power, Clifford	Junior porter	4/9 per day	Deceased.
29 "	Collins, Oliver	Junior porter	8/6 per day	Resigned.
29 "	Wheeler, Burton C.	Leading porter	14/8 per day	Dismissed.
29 "	Ogilvie, Dorothy	Gatekeeper	12/5 per week and quarters.	Resigned.
30 "	Cook, Elsie	Attendant	32/7 per week	Resigned.
30 "	Warton, Amy	Gatekeeper	19/9 per week and quarters.	Resigned.
3 Dec.	Lees, Cyril	Junior porter	8/6 per day	Dismissed.
5 "	Rich, Ellen	Attendant	15/1 per week and quarters.	Discharged.
8 "	Hegarty, William	Stationmaster	£298 per annum and quarters.	Deceased.
8 "	Wright, Herbert	Junior porter	4/9 per day	Resigned.
8 "	Roach, Ida	Gatekeeper	11/11 per week and quarters.	Retired.



Date.	Name.	Position.	Rate.	Remarks.
1923.				
TRAFFIC BRANCH, RAILWAYS—continued.				
10 Dec.	Chadwick, Patrick	Porter	14/2 per day	Resigned.
11	Prince, George	Porter	14/2 per day	Resigned.
11	Harris, Selina	Gatekeeper	12/5 per week and quarters.	Resigned.
11	Barry, Jeremiah	Gatekeeper	13/8 per day	Retired.
12	Hocking, George	Clerk	£348 per annum.	Retired.
14	Finneran, Alice	Gatekeeper	14/11 per week	Resigned.
14	Redding, John B.	Junior porter	5/11 per day	Resigned.
18	Wenban, Robert	Porter	14/2 per day	Resigned.
18	Hickey, Arthur L.	Junior porter	8/6 per day	Resigned.
22	Neary, Albert	Stationmaster	£298 per annum and £50 rent.	Retired.
22	Moss, Harry C.	Stationmaster	£418 per annum and quarters.	Resigned.
22	Chisholm, Sarah	Gatekeeper	4/8 per week and quarters.	Resigned.
24	Freeburn, Cyril	Junior porter	5/11 per day	Resigned.
25	Faulkner, Rose	Gatekeeper	27/- per week and quarters.	Retired.
28	Condren, Herbert J.	Porter	14/2 per day	Resigned.
1923.				
SIGNALLING BRANCH.				
15 Sep.	Brown, William	Signal sectionman	1/11½ per hour	Resigned.
6 Oct.	Neale, John J.	Labourer	1/7½ per hour	Discharged.
9	Apted, James H.	Labourer	1/8½ per hour	Deceased.
13	Smith, Albert E.	Tinsmith	1/11½ per hour	Resigned.
24	Cummins, George	Fitter	2/3½ per hour	Resigned.
6 Nov.	Whitnuff, Clifton	Railway electrician	120/- per week	Retired.
10	Rigg, John W.	Locksmith	2/5 per hour	Retired.
23	Josephs, Frank	Shop boy	11d. per hour	Resigned.
24	Jenkins, Ernest	Linesman	1/11½ per hour	Resigned.
1923.				
ELECTRICAL BRANCH, RAILWAYS.				
3 Nov.	Aggett, Henry S.	Electrical junior	1/8½ per hour	Resigned.
5	Cracknell, Edward	Telegraph operator	£348 per annum	Retired.
1923.				
ESTATES BRANCH.				
26 Mar.	Goldacre, Frederick	Clerk	£268 per annum	Resigned.
1923.				
[GENERAL BRANCH.				
1 Oct.	Bates, Ellen	Rest house attendant (Rest-houses.)	26/6 per week	Retired.
1923.				
TRAFFIC BRANCH, TRAMWAYS.				
24 Aug.	Bothwell, Hamilton	Conductor	1/11½ per hour	Resigned.
24	Henderson, Oliver R.	Conductor	1/11½ per hour	Dismissed.
27 Sep.	Costa, Avanglo	Conductor	1/11½ per hour	Resigned.
1 Oct.	Burrell, Douglas A.	Conductor	1/10½ per hour	Resigned.
1	Lee, Frank H.	Conductor	1/11½ per hour	Resigned.
3	Cole, James W.	Conductor	1/11½ per hour	Dismissed.
4	Alexander, Maurice S.	Conductor	1/11½ per hour	Resigned.
4	Clark, Alfred G.	Electric driver	2/0½ per hour	Resigned.
7	Morrison, George	Conductor	1/11½ per hour	Deceased.
8	Gilleland, John E.	Conductor	1/11½ per hour	Resigned.
9	Wright, George A.	Conductor	1/11½ per hour	Dismissed.
10	Gibson, Robert A.	Conductor	1/11½ per hour	Resigned.
10	Riley, Cecil E.	Conductor	1/11½ per hour	Resigned.
10	Geaves, Frank G.	Conductor	1/11½ per hour	Resigned.
11	Pearson, Thomas B.	Conductor	1/11½ per hour	Dismissed.
12	Braddock, Arthur W.	Electric driver	2/0½ per hour	Resigned.
13	Wilson, George J.	Conductor	1/11½ per hour	Retired.
15	Turner, Francis W.	Steam driver	2/5½ per hour	Retired.
17	Norman, Sidney H.	Electric driver	2/0½ per hour	Deceased.
17	Brown, Sidney	Conductor	1/11½ per hour	Dismissed.
21	Smith, David J.	Electric driver	2/0½ per hour	Deceased.
22	Johnson, Arthur W.	Conductor	1/11½ per hour	Resigned.
25	Williams, Percy C.	Conductor	1/11½ per hour	Dismissed.
25	Ward, Wesley C.	Fitter	1/10½ per hour	Resigned.
26	Cotter, William H.	Conductor	1/11½ per hour	Dismissed.
29	Morris, Oliver O.	Conductor	1/11½ per hour	Resigned.
29	Stewart, George R.	Conductor	1/11½ per hour	Resigned.
30	Duck, Edwin C.	Car cleaner	1/8½ per hour	Deceased.
31	Hanley, John	Conductor	1/11½ per hour	Dismissed.
6 Nov.	Webb, Henry J.	Electric driver	2/1½ per hour	Retired.
10	Wright, Cleve V.	Conductor	1/11½ per hour	Retired.
15	Loggood, William H.	Electric driver	2/1½ per hour	Resigned.
22	Dyson, Arthur W.	Conductor	1/11½ per hour	Resigned.
24	Rohan, Hugh	Electric driver	2/1½ per hour	Resigned.
25	Frewen, John	Roster clerk	£348 per annum	Resigned.
27	Kearns, William H.	Ganger	2/1½ per hour	Resigned.
30	Magree, John J.	Conductor	1/11½ per hour	Resigned.
5 Dec.	Hemmett, George F.	Conductor	1/11½ per hour	Resigned.
6	Ferguson, Archibald E.	Conductor	1/11½ per hour	Retired.
6	Keefe, Patrick	Starter	104/- per week	Resigned.
8	Thompson, Robert	Conductor	1/11½ per hour	Deceased.
8	Swain, John	Motor cleaner	1/9½ per hour	Retired.
18	Dobbie, Hugh	Conductor	2/0½ per hour	Retired.
22	Deans, James	Senior inspector	£503 per annum	Retired.
23	Latham, Duncan J.	Conductor	1/11½ per hour	Retired.
27	Dempsey, Thomas J.	Inspector	£388 per annum	Retired.
1923.				
ELECTRICAL BRANCH, TRAMWAYS.				
6 Sep.	Davis, Edwin	Striker	1/9½ per hour	Resigned.
7	McKeon, Douglas	Cleaner	11½d. per hour	Resigned.
7	Wilson, William	Cleaner	11½d. per hour	Discharged.
8	Roberts, John	Labourer	1/7½ per hour	Deceased.
12	Harris, Charles	Cleaner	7½d. per hour	Discharged.
12	Hunter, Harry J.	Cleaner	11½d. per hour	Dismissed.
13	Hart, William J.	Cleaner	9½d. per hour	Discharged.
15	Smith, Arthur E.	Cleaner	7½d. per hour	Resigned.
15	Grant, Francis	Cleaner	9½d. per hour	Discharged.
19	Warner, Harold J.	Cleaner	9½d. per hour	Discharged.
20	Gifford, Robert	Cleaner	7½d. per hour	Discharged.
20	Wylie, Aubrey	Cleaner	11½d. per hour	Resigned.
22	Husband, Harold	Cleaner	11½d. per hour	Resigned.
23	Petersen, John J.	Turners' apprentice	1/3½ per hour	Discharged.
23	Ross, Charles B.	Cleaner	9½d. per hour	Resigned.
26	McIntyre, James M.	Cleaner	9½d. per hour	Discharged.
27	Finch, William T.	Fitters' labourer	1/9½ per hour	Deceased.
27	Haves, Mark	Fitters' labourer	1/9½ per hour	Resigned.
6 Oct.	Smith, Augustus	Senior examiner	2/7½ per hour	Resigned.

Date.	Name.	Position.	Rate.	Remarks.
1923.				
ELECTRICAL BRANCH, TRAMWAYS—continued.				
10 Oct.	Yogan, Harold J.	Electrical assistant	£308 per annum.	Resigned.
11 "	Sherwin, Joseph	Cleaner	11½d. per hour	Discharged.
12 "	Boyd, Thomas G.	Cleaner	1/5½ per hour	Resigned.
8 "	Harran, John P.	Cleaner	7½d. per hour	Resigned.
16 "	Reid, Kenneth L.	Cleaner	1/1½ per hour	Discharged.
18 "	Avis, Arthur	Cleaner	9½d. per hour	Discharged.
20 "	Butcher, Eric	Turners' apprentice	3½d. per hour	Resigned.
20 "	Brennan, Lawrence	Cleaner	1 3¼ per hour	Resigned.
22 "	Taylor, Reginald	Fitters' labourer	1/10½ per hour	Resigned.
23 "	Berestford, John	Cleaner	9½d. per hour	Dismissed.
25 "	Rommelfelt, Percy	Cleaner	9½d. per hour	Discharged.
27 "	Turner, Harry E.	Sub-toreman	£388 per annum.	Deceased.
29 "	White-side, Alan	Cleaner	1/5½ per hour	Resigned.
30 "	Taggart, George	Clerk	£333 per annum.	Resigned.
31 "	Hubert, Perkins	Draftsman	£408 per annum.	Resigned.
6 Nov.	Schmeidt, George	Cleaner	11½d. per hour	Resigned.
10 "	Castle, Allen R.	Cleaner	9½d. per hour	Resigned.
10 "	Bergofer, Francis	Cleaner	11½d. per hour	Resigned.
10 "	Hook, James	Sub-station junior	11d. per hour	Resigned.
12 "	Fahey, Joseph	Cleaner	1/1½ per hour	Discharged.
14 "	Anderson, Joseph	Cleaner	7½d. per hour	Resigned.
20 "	McLoughlin, Martin	Cleaner	7½d. per hour	Resigned.
22 "	Payne, Joseph	Cleaner	1/1½ per hour	Resigned.
23 "	Tedey, Dennis J.	Cleaner	7½d. per hour	Resigned.
23 "	McGregor, Peter	Fitter	2/3½ per hour	Deceased.
26 "	Gow, Charles	Fitter	2/5½ per hour	Retired.
28 "	Olsen, Sydney F.	Cleaner	11½d. per hour	Discharged.
28 "	McGeorge, Ralph	Cleaner	9½d. per hour	Resigned.
1 Dec.	Holmes, Harry	Cleaner	1/1½ per hour	Resigned.
7 "	Emery, William G.	Cleaner	9½d. per hour	Resigned.
7 "	New, Reginald.	Cleaner	7½d. per hour	Resigned.
7 "	Sager, William	Plumber	2/2½ per hour	Retired.
13 "	Taylor, Patrick W.	Cleaner	9½d. per hour	Discharged.
13 "	Walsh, John J.	Cleaner	11½d. per hour	Resigned.
19 "	Thelming, William J.	Cleaner	1/1½ per hour	Discharged.
20 "	Stirling, John	Cleaner	7½d. per hour	Resigned.
21 "	Frost, Gordon C.	Cleaner	7½d. per hour	Resigned.
20 "	Belcher, Rocliffe	Acting fitters' labourer	1/10½ per hour	Resigned.
1922.				
PERMANENT WAY BRANCH, TRAMWAYS.				
9 Oct.	Stobie, Robert M.	Labourer	1/8½ per hour	Discharged.
1923.				
3 Oct.	Heron, James W.	Labourer	1/8½ per hour	Resigned.
5 "	McMulkin, Thomas	Ganger	1/10½ per hour	Retired.
6 "	Crilly, James	Labourer	1/8½ per hour	Deceased.
6 "	Lofts, Roland	Draftsman	£281 per annum.	Resigned.
9 "	Erickson, Arthur E.	Labourer	1/8½ per hour	Dismissed.
11 "	Warn, Charles E.	Clerk	1/9½ per hour	Retired.
16 "	Burt, Joseph	Labourer	1/9½ per hour	Resigned.
17 "	Orr, Hugh	Labourer	1/9½ per hour	Resigned.
18 "	Green, William H.	Labourer	1/9½ per hour	Dismissed.
24 "	Stobbie, Laurance	Labourer	1/9½ per hour	Resigned.
3 Nov.	Bailey, Edward H.	Relaying ganger	2/1 per hour	Retired.
15 "	Nevin, Jeremiah	Labourer	1/9½ per hour	Resigned.
16 "	Collins, Thomas	Labourer	1/9½ per hour	Resigned.
17 Dec.	Adamson, John	Ganger	1/11½ per hour	Deceased.





1924.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## RAILWAYS AND TRAMWAYS.

REPORT OF THE COMMISSIONERS FOR THE QUARTER  
ENDED 31st MARCH, 1924.*(Printed under No. 1 Report from Printing Committee, 17 July, 1924.)*Office of the Railway Commissioners for New South Wales,  
Sydney, 2 May, 1924.

TO THE HONORABLE THE MINISTER FOR RAILWAYS,—

Sir,

In accordance with the provisions of Section 39 of the Government Railways Act, 1912, as amended by the Government Railways (Amendment) Act, 1916, and as subsequently amended, we have the honor to submit, for the information of Parliament, our Report for the quarter ended 31st March, 1924, upon the subjects specified, viz. :—

## I.—STATE OF THE TRAFFIC.

RAILWAYS.					Quarter ended 31st March, 1924.	Quarter ended 31st March, 1923.	Increase.	Decrease.
Miles open	...	...	...	...	5,522½	5,250½	272	.....
	1924.	1923.						
Revenue {	Passenger	£1,999,431	£1,998,214		£4,014,250	£3,966,861	£47,389	.....
	Merchandise	£2,014,819	£1,968,647					
Expenditure...	...	...	...	...	£2,601,551	£2,529,663	£71,888	.....
Train miles run	...	...	...	...	6,084,180	5,568,399	515,781	.....
Earnings per train mile	...	...	...	...	13s. 2½d.	14s. 3d.	.....	1s. 0¾d.
Expenditure per train mile	...	...	...	...	8s. 6½d.	9s. 1d.	.....	6½d.
Percentage—Expenditure to earnings	...	...	...	...	64·81	63·77	1·04	.....
Number of passengers	...	...	...	...	32,333,442	31,264,337	1,069,105	.....
Tonnage of goods traffic	...	...	...	...	1,356,742	1,294,764	61,978	.....
Tonnage of coal and coke	...	...	...	...	2,077,330	1,917,485	159,845	.....
Tonnage of other minerals...	...	...	...	...	350,148	327,088	23,060	.....
Tonnage of live-stock traffic	...	...	...	...	187,202	185,767	1,435	.....

TRAMWAYS.					Quarter ended 31st March, 1924.	Quarter ended 31st March, 1923.	Increase.	Decrease.
Miles open	...	...	...	...	226½	224¾	1¾	.....
Revenue	...	...	...	...	£946,124	£928,695	£17,429	.....
Expenditure...	...	...	...	...	£752,435	£729,485	£22,950	.....
Tram miles run	...	...	...	...	8,136,768	7,538,963	597,805	.....
Earnings per tram mile	...	...	...	...	2s. 4d.	2s. 5½d.	.....	1½d.
Expenditure per tram mile...	...	...	...	...	1s. 10¼d.	1s. 11¼d.	.....	1d.
Percentage—Expenditure to earnings	...	...	...	...	79·53	78·55	·98	.....
Number of passengers carried	...	...	...	...	88,270,454	85,020,739	3,249,715	.....



## RAILWAYS.

## II.—GENERAL CONDITION OF THE LINES AND ACCOMMODATION FOR THE TRAFFIC.

The permanent-way, bridges, buildings, wharves, and fences have been efficiently maintained during the quarter.

The work of relaying, resleepering, and reballasting the lines has made good progress.

On the Illawarra line the quadruplication between Rockdale and Hurstville has continued, the earthworks now being about one-half completed. Between Thirroul and Wollongong the work on the overbridge at Mt. Pleasant has progressed satisfactorily. The abutments and piers for the double line portion of the bridge over the Minnamurra River between Wollongong and Kiama are practically complete.

Duplication work between Lidcombe and Regent's Park has also made satisfactory progress, the whole of the girders for the Bridge-street and Kerr's-road underbridges being in position; the excavations are well in hand for the extension of the wings at the Vaughan-street underbridge.

The duplication between Murrumburrah and Demondrille Creek Junction is complete with the exception of the Demondrille footbridge.

The following duplications have been completed during the quarter:—

Northern Line—		Date Opened.	mls.	chs.	
Adamstown to Woodville Junction	...	2nd March, 1924	0	21½	Down third relief road.
Broadmeadow to Adamstown	...	10th March, 1924	0	65½	Fourth relief road.
Suburban Line—					
Auburn to Clyde North	...	10th March, 1924	1	0¾	Third relief road.

The earthworks for the new carriage sheds at Mortdale and Punchbowl, and the sidings at the latter shed, are completed.

Development work at the Departmental coal-mine at Lithgow has continued. In the downcast shaft a section of the arching on the southern side has been finished, and the concreting of the shaft walling is now in hand. In the upcast shaft the auxiliary fan will shortly be installed. Good progress is being made with the permanent timbering of the northern drives. Of the surface equipment the additional screen to deal with the top coal will soon be in operation; riveting of the downcast steel head frame is almost completed; and progress has been made with the foundations for the screening plant and steel gantries, and also with the downcast winding engine and house. The output of coal is approximately 21,000 tons per month.

The construction of the tunnel for the electrical transmission cables under Sydney Harbour, from Longnose Point to Greenwich, is completed.

Other important works to provide additional accommodation for the traffic have proceeded during the quarter.

## CITY AND SUBURBAN ELECTRIC RAILWAY.

Work in connection with the construction of this railway has made good progress during the quarter.

The excavation for the tracks on the western and southern side of the Cleveland-street bridge has been completed.

The reinforced concrete arch and beams over the southern span of the Eddy-avenue bridge has been finished, and the concrete over the northern footpaths has been waterproofed and the approach for the arch filled in.

The rockfaced masonry of the Elizabeth-street wall, including the parapet, has been completed. The reinforced concrete arch for the Hay-street bridge has been poured and the removal of the centring will shortly be taken in hand. Further work in connection with the construction of a bridge at Campbell-street is now being proceeded with, the negotiations with the City Council having been finalised.

The drive between Nos. 3 and 4 shafts in connection with the Darling Harbour reclamation scheme has been completed to full width. Nos. 2 and 3 shafts have been connected up, and widening out is well in hand. The laying of the double 6-foot monier pipes is making good progress.

Excavation and brickwork on the three wall headings for the twin tunnels south of Liverpool-street have been completed for a distance of 115 feet during the quarter, and further progress has been made with the concreting.

At the Liverpool-street station the excavation of the subways on the eastern side of the cutting has been pushed forward and a section is now ready for concreting. The work of concreting the remainder of the main arch sidewalls of the southern end of the station has been practically completed.

The driving of the Up and Down City East tunnels from Liverpool-street to St. James' has continued and the concrete lining of the two tunnels has been pushed forward continuously as the driving progressed.

The excavation for the footings for the centre walls and column bases, and the concrete footings for the sidewalls of the St. James' station, have been completed.

Work in connection with the Up and Down City East tunnels from St. James' station towards Circular Quay has progressed satisfactorily, the concrete lining of the former tunnel being nearly completed, while similar work on the latter is proceeding rapidly.

Excavation and other work for the Eastern Suburbs Railway was commenced during the quarter.

RAILWAY

## 3

## RAILWAY CONSTRUCTION.

The construction of new lines of railway has been proceeded with as follows :—

	Mls.	Chs.
Glenreagh to Dorrigo ... ..	44	20
Regent's Park to Cabramatta ... ..	5	54
Regent's Park to Enfield Marshelling Yards... ..	3	0
Sydenham to Botany ... ..	5	16
Molong to Dubbo ... ..	80	0
The Rock to Pulletop ... ..	26	10
Roslyn to Taralga ... ..	15	66
Richmond to Kurrajong ... ..	6	71
Castle Hill to Rogan's Hill ... ..	0	60
Trida to Menindie ... ..	159	40

On the section from Glenreagh to Dorrigo the steel bridges have been completed with the exception of the one over Deep Creek, which is in hand. Plate-laying has been completed for a distance of 32 miles.

Work on the extension from Regent's Park to Cabramatta is approaching completion ; the section from Regent's Park to Enfield Marshelling Yards has been completed.

The concrete bridge over old Botany Road on the Sydenham to Botany line has been completed, and work on other bridges will shortly be taken in hand.

Between Molong and Dubbo plate-laying has been completed for a distance of 60 miles from Molong, and ballasting work is well in hand. The section from Binnaway to Werris Creek has been finished.

Work is proceeding on the earthworks from The Rock to Pulletop and Roslyn to Taralga, but only slow progress is being made.

On the section from Richmond to Kurrajong progress is slow owing to delays in obtaining possession of the necessary land ; the rails are laid through the town of Richmond. Work has recently been started on the extension from Castle Hill to Rogan's Hill.

Between Trida and Menindie work has recommenced.

Permanent surveys for new railway lines from Booyong to Ballina and Castle Hill to Rogan's Hill, and trial surveys for proposed new lines from Maryvale to Gulgong, Casino to Bonalbo, Cassilis to Leadville, and North Sydney to Manly, have been completed during the quarter. Alternative rough trial surveys of portions of the proposed line from Casino to Bonalbo have also been carried out. The permanent survey of the Kyogle to Richmond Gap line, and the trial survey of the Grafton to Killarney line are still in progress.

## III.—SPECIAL RATES AND FARES.

A statement of the special rates and fares, and the reasons for making the same, will be found attached as an Appendix (No. 1), page 5.

## IV.—STAFF.

These returns are given as an Appendix (No. 2), pages 6 to 12.

## GENERAL REMARKS.

The earnings compared with those of the corresponding quarter of the previous year show an increase of £47,389, and the expenditure an increase of £71,888. This latter increase is principally caused by the increase in the basic wage.

In coaching traffic there is an increase of £1,217, made up as follows: Miscellaneous, increase £28,634; first-class passengers, decrease £13,711; second-class passengers, decrease £13,706.

The earnings from goods traffic show an increase of £46,172, the details being: Grain, flour, &c., increase £126,261; coal and coke, increase £8,452; miscellaneous, increase £7,582; general merchandise, decrease £29,322; hay, straw, and chaff, decrease £9,223; wool, decrease £1,849; live stock, decrease £55,182; minerals, other than coal and coke, decrease £547.

There is a net increase of 246,318 tons in the tonnage carried, as compared with that of the corresponding quarter of the previous year, due to increases in grain, flour, &c., 154,477 tons; coal and coke, 159,845 tons; minerals, other than coal and coke, 23,060 tons; live stock, 1,435 tons; and decreases in general merchandise, 80,020 tons; hay, straw, and chaff, 12,043 tons; wool, 436 tons.

The train mileage for the quarter shows an increase of 515,781 miles, and the number of passengers carried, an increase of 1,069,105, as compared with the results of last year's quarter.

## TRAMWAYS.



## TRAMWAYS.

The operations of the tramways for the quarter show an increase of £17,429 in the earnings, and an increase of £22,950 in expenditure as compared with the corresponding quarter of the previous year. The excess expenditure is mainly due to heavier renewals of rolling stock and the increase in the basic wage.

The tramway mileage is 597,805 miles in excess of that of the previous year's quarter, while 3,249,715 more passengers were carried.

The tonnage of goods, the property of the Crown, carried on the tramways during the quarter was 1,220 tons; the charges for the carriage of such goods amounted to £351, and the cost of carriage to £281.

The following tramway extensions were opened to traffic during the quarter:—

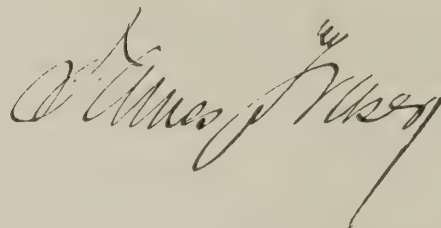
22nd January.—Extension of Lilyfield line to Brennan-street, 11 chains, double track

18th February.—Undercliffe to Earlwood, 1 mile 19¼ chains, single track.

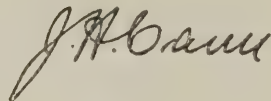
We have the honor to be,

Sir,

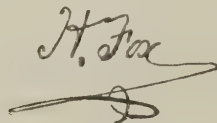
Your most obedient servants,



Chief Railway Commissioner.



Assistant Railway Commissioner.



Assistant Railway Commissioner.

## APPENDIX I.

## NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

STATEMENT of Special Rates and Fares approved during the Quarter ended 31st March, 1924.

Traffic.	Particulars and Rate.	Reason for Rate.
Shunting, West Tamworth to Regan Palace Flour Mills siding.	2s. 11d. per four-wheeled truck, maximum 5s. 10d. for every fifteen minutes or part thereof.	To equalise rates and encourage traffic.

## APPENDIX II.



## APPENDIX II.

## NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Section 39 of the Government Railways Act, 1912, as amended by the Government Railways (Amendment) Act, 1916, showing the Appointments and Removals of Employees for the quarter ended 31st March, 1924.

## APPOINTMENTS.

Date.	Name.	Position.	Rate.	Date.	Name.	Position.	Rate.
1924. CHIEF ACCOUNTANT'S BRANCH.				1924 LOCOMOTIVE BRANCH, RAILWAYS—continued.			
24 Jan.	Wilkin, Charles F.	Junior clerk	£106 per annum.	3 Mar.	Rudd, Albert C.	Fuelman	1/10 per hour.
22 Feb.	Seale, Freda M.	Clerk	£166 per annum.	3 "	Parker, John L.	Shop boy	-/63 per hour.
1924. TRAFFIC AUDITOR'S BRANCH.				3 "	Ogden, Frederick	Boilermakers' apprentice	-/33 per hour.
6 Feb.	Cavanough, Harold L.	Junior Messenger	-/53 per hour.	4 "	Cameron, Donald S.	Engineering cadet	£118 per annum.
1924. LOCOMOTIVE BRANCH, RAILWAYS.				4 "	Black, John W.	Engineering cadet	£118 per annum.
2 Jan.	Hocking, John T.	Striker	1/10 per hour.	4 "	Jones, Stanford A.	Boilermakers' apprentice	-/33 per hour.
2 "	Cardew, Cornelius	Draftsman	£258 per annum.	5 "	Blumer, Cecil	Assistant engineer	£368 per annum.
2 "	Pettitt, Jack L.	Junior clerk	£131 per annum.	6 "	Parker, Hubert	Carlighter	1/24 per hour.
3 "	Larkin, Lance	Boilermakers' apprentice	-/33 per hour.	6 "	Funston, Edward	Gasfitter	2/23 per hour.
7 "	Treleaven, Victor	Fitters' apprentice	-/33 per hour.	10 "	McGrath, Clement M.	Boilermakers' apprentice	-/33 per hour.
7 "	Lawson, Worrell	Boilermakers' apprentice	-/33 per hour.	10 "	Gersman, Alexander	Boilermakers' apprentice	-/33 per hour.
7 "	Storey, Walter	Fuelman	1/10 per hour.	10 "	Gulliver, Sidney G.	Messenger	-/53 per hour.
7 "	McInnis, Norman	Fitters' apprentice	-/33 per hour.	10 "	Williamson, Percy A.	Wagon builders' apprentice	-/33 per hour.
8 "	McLeod, Norman	Draftsman	£258 per annum.	10 "	Whitehead, Richard	Wagon builders' apprentice	-/33 per hour.
8 "	Brain, Lionel E.	Draftsman	£258 per annum.	10 "	Lloyd, George	Fuelman	1/10 per hour.
8 "	Harrison, Lorrie	Tinsmiths' apprentice	-/33 per hour.	10 "	Taylor, Lancelot O.	Call boy	-/83 per hour.
11 "	Hansen, James	Fitters' apprentice	-/33 per hour.	11 "	Simpson, Reginald	Fitters' apprentice	-/33 per hour.
14 "	Woodland, Roy	Brassfinishers' apprentice	-/33 per hour.	11 "	Newell, William	Call boy	-/83 per hour.
14 "	Atkinson, Stanley	Fitters' apprentice	-/33 per hour.	13 "	Bennett, John H.	Machinists' apprentice	-/33 per hour.
14 "	Sadler, Reginald	Machinists' apprentice	-/33 per hour.	13 "	Toohill, Edward P.	Shop boy	-/63 per hour.
14 "	Brown, Henry	Carpenters' apprentice	-/33 per hour.	14 "	Hancock, Alfred E.	Fuelman	1/10 per hour.
14 "	Hollier, Clarence	Fitters' apprentice	-/33 per hour.	14 "	Coulton, George J.	Fuelman	1/10 per hour.
14 "	Finlay, David	Fitters' apprentice	-/33 per hour.	14 "	Simpson, Keith	Call boy	-/63 per hour.
14 "	Robinson, Esbert	Fitters' apprentice	-/33 per hour.	17 "	Gilmour, Reginald	Shop boy	-/63 per hour.
15 "	Lutton, Thomas	Fitters' apprentice	-/33 per hour.	17 "	McConville, Hugh C.	Shop boy	-/63 per hour.
16 "	Carroll, Denis	Shop boy	-/63 per hour.	17 "	Browett, Leicester	Gasfitters' apprentice	-/33 per hour.
16 "	Smart, Charles	Carpenter	2/23 per hour.	17 "	Handley, Raymond	Shop boy	-/83 per hour.
17 "	McMillan, James	Shop boy	-/63 per hour.	17 "	Kendall, Charles J.	Call boy	-/83 per hour.
17 "	Balot, Lavoe	Shop boy	1/1 per hour.	17 "	Leecount, Kenneth L.	Call boy	-/83 per hour.
21 "	Seaman, Albert	Fitters' apprentice	-/33 per hour.	17 "	Plumb, Royston C.	Shop boy	-/83 per hour.
21 "	Alfred, Alexander	Shop boy	-/63 per hour.	17 "	White, Charles E.	Fuelman	1/10 per hour.
22 "	Washbourne, David	Fuelman	1/10 per hour.	18 "	Linley, Leslie E.	Moulders' apprentice	-/33 per hour.
22 "	Edwards, Frederick	Shop boy	-/11 per hour.	19 "	Holmes, Alfred	Fuelman	1/10 per hour.
22 "	Murray, Gordon	Clerk	£268 per annum.	19 "	Aggett, George	Gasfitter	2/23 per hour.
24 "	Balding, Ronald A.	Cadet chemist	£118 per annum.	20 "	Mounford, Harry	Shop boy	-/83 per hour.
24 "	Cuthbertson, George	Striker	1/10 per hour.	20 "	Doyle, John R.	Brassfinishers' apprentice	-/33 per hour.
25 "	Arnkstall, Arthur	Call boy	-/83 per hour.	20 "	Harrop, George D.	Boilermakers' apprentice	-/33 per hour.
28 "	Kershner, Arthur J.	Junior clerk	£78 per annum.	21 "	McNamara, James	Shop boy	-/63 per hour.
28 "	Taylor, Frederick	Fuelman	1/10 per hour.	23 "	Cosgrove, Roy	Fuelman	1/10 per hour.
28 "	Soutter, Henry	Car trimmer	2/24 per hour.	24 "	Dean, Arthur B.	Call boy	-/83 per hour.
28 "	Cunningham, James	Cadet chemist	£118 per annum.	24 "	Cook, Athol M.	Call boy	-/11 per hour.
28 "	Clarke, Peter	Fuelman	1/10 per hour.	26 "	Whitaker, James	Fuelman	1/10 per hour.
29 "	Heydon, Francis	Boilermakers' apprentice	-/33 per hour.	26 "	Lovelock, Charles	Machinists' apprentice	-/33 per hour.
29 "	Burgess, Austin	Fuelman	1/10 per hour.	31 "	Jackson, William R.	Junior clerk	£78 per annum.
30 "	Hewston, William G.	Shop boy	1/1 per hour.	31 "	Fitzjames, Alfred	Messenger	1/83 per hour.
30 "	Stafford, Clide	Fuelman	1/10 per hour.	1923. PERMANENT WAY BRANCH, RAILWAYS.			
1 Feb.	Clarke, William J.	Fuelman	1/10 per hour.	18 Dec.	Highfield, George	Structural steel workers' assistant.	1/10 per hour.
1 "	Taylor, Norman	Shop boy	-/63 per hour.	29 "	Grogan, Daniel	Fettler	1/10 per hour.
1 "	McKane, William	Call boy	-/11 per hour.	29 "	Yates, Ernest	Fettler	1/10 per hour.
1 "	Paget, Arthur B.	Fitters' apprentice	-/33 per hour.	29 "	Smith, Henry F.	Fettler	1/94 per hour.
2 "	Marles, Walter	Car trimmer	2/24 per hour.	29 "	King, William	Fettler	1/94 per hour.
4 "	Jagger, Henry G.	Fuelman	1/10 per hour.	29 "	Griffin, Stanley	Fettler	1/10 per hour.
4 "	Grocott, Walter	Fuelman	1/10 per hour.	29 "	Ludwig, Charles	Fettler	1/94 per hour.
4 "	Jones, William W.	Fuelman	1/10 per hour.	29 "	Sidebotham, William	Fettler	1/94 per hour.
4 "	Morgan, Alfred	Shop boy	-/63 per hour.	31 "	Ashcroft, Eric W.	Fettler	1/94 per hour.
4 "	Ryan, Cornelius	Shop boy	-/63 per hour.	31 "	Crew, Norman	Fettler	1/10 per hour.
4 "	Hemmings, John E.	Boilermakers' apprentice	-/33 per hour.	31 "	Mugleton, Alfred B.	Fettler	1/94 per hour.
5 "	Elms, George B.	Striker	1/10 per hour.	31 "	Seckold, Joseph H.	Fettler	1/10 per hour.
5 "	Harris, Frederick G.	Call boy	-/63 per hour.	31 "	Whittaker, Cecil H. J.	Fettler	1/10 per hour.
6 "	Moran, Francis	Fitters' apprentice	-/33 per hour.	31 "	Coleman, Bertram	Fettler	1/10 per hour.
6 "	Cain, John S.	Striker	1/10 per hour.	31 "	Harper, Archibald	Fettler	1/10 per hour.
6 "	Miller, Reginald W.	Shop boy	-/63 per hour.	1924.			
6 "	Mackenzie, Donald	Shop boy	-/63 per hour.	1 Jan.	Cowdery, Albert	Structural steel workers' assistant.	1/10 per hour.
7 "	Parkin, Raymond C.	Shop boy	-/63 per hour.	1 "	Hogan, Patrick	Structural steel workers' assistant.	1/10 per hour.
7 "	Smith, William	Clerk	£388 per annum.	1 "	Wheeler, Richard	Structural steel workers' assistant.	1/10 per hour.
7 "	Dever, Bernard	Shop boy	-/63 per hour.	1 "	Walker, Henry	Structural steel workers' assistant.	1/10 per hour.
7 "	Cummings, William	Shop boy	-/63 per hour.	1 "	Henderson, James	Structural steel workers' assistant.	1/10 per hour.
8 "	Evans, Stathie	Gasfitters' apprentice	-/33 per hour.	1 "	Connolly, Arthur	Structural steel workers' assistant.	1/10 per hour.
11 "	Cooper, Henry J.	Boilermakers' apprentice	-/33 per hour.	1 "	Lyle, John	Structural steel workers' assistant.	1/10 per hour.
11 "	Mitchell, Edward	Shop boy	-/11 per hour.	1 "	Leach, Vincent	Striker	1/10 per hour.
11 "	Greene, Gladstone	Boilermakers' apprentice	-/33 per hour.	1 "	King, Thomas	Radial drill	1/114 per hour.
11 "	Fraser, Ernest C.	Shop boy	-/63 per hour.	1 "	Miller, Harrington	Fitters' labourer	1/104 per hour.
11 "	Ferguson, Frederick A.	Shop boy	-/63 per hour.	3 "	Alexander, James	Fencer	1/94 per hour.
11 "	Millikin, Alexander	Fuelman	1/10 per hour.	7 "	Bear, Roy	Messenger	-/63 per hour.
11 "	Westcott, Roy	Fitters' apprentice	-/33 per hour.	8 "	Boland, William M.	Junior clerk	£78 per annum.
11 "	Peagam, Charles E.	Fitters' apprentice	-/33 per hour.	8 "	Curphy, Cornelius J.	Fettler	1/114 per hour.
12 "	Frost, William	Washout-man	1/114 per hour.	11 "	George, William	Radial drill	1/104 per hour.
13 "	Caldwell, Frank D.	Boilermakers' apprentice	-/33 per hour.	11 "	Gray, John	Dorman	1/104 per hour.
14 "	Swann, Robert	Shop boy	-/63 per hour.	11 "	Fortier, Claude	Patternmaker	2/44 per hour.
15 "	Buckpitt, Wilfred	Shop boy	-/7 per hour.	11 "	Morton, Leslie	Saddler	2/14 per hour.
18 "	Millington, Donald	Boilermakers' apprentice	-/33 per hour.	14 "	Archer, Clyde G.	Fettler	1/10 per hour.
18 "	Bradshaw, Gilbert	Shop boy	-/83 per hour.	28 "	Toomey, Robert J.	Fettler	1/10 per hour.
18 "	Mallard, Walter	Shop boy	-/11 per hour.	28 "	Dubbele, Etzard E.	Fettler	1/10 per hour.
18 "	Clarke, James G.	Messenger	-/63 per hour.	28 "	Cole, Ernest W.	Fettler	1/94 per hour.
19 "	Spongberg, Albert J.	Shop boy	-/63 per hour.	28 "	Pagett, James	Fettler	1/10 per hour.
19 "	Faulkner, Raymond	Shop boy	-/63 per hour.	28 "	Wilkins, Arthur	Fettler	1/94 per hour.
20 "	Beedle, Frederick	Boilermakers' apprentice	-/33 per hour.	28 "	Starr, William D.	Fettler	1/10 per hour.
20 "	Norman, Allen	Call boy	-/63 per hour.	28 "	Norris, Charles E.	Fettler	1/10 per hour.
20 "	Thurling, Harold	Boilermakers' apprentice	-/33 per hour.	28 "	Herring, Thomas	Fettler	1/10 per hour.
21 "	Phipps, Frederick H.	Fuelman	1/10 per hour.	28 "	Gemmell, William	Fettler	1/10 per hour.
25 "	Krust, Cyril G.	Shop boy	-/7 per hour.	28 "	Maskell, Thomas	Structural steel workers' assistant.	1/10 per hour.
25 "	Polson, Jack C.	Fitters' apprentice	-/33 per hour.	4 Feb.	Wolfe, George	Junior clerk	£131 per annum.
25 "	Benson, Leo J.	Shop boy	1/1 per hour.	4 "	Purshouse, Lionel M.	Junior Clerk	£78 per annum.
25 "	Dicks, William J.	Shop boy	-/11 per hour.	11 "	Matheson, William	Fettler	1/94 per hour.
25 "	Plumb, Joshua	Striker	-/10 per hour.	11 "	Chapman, Michael	Fettler	1/10 per hour.
25 "	Hamilton, Walter	Shop boy	-/63 per hour.				
26 "	Jones, William J.	Call boy	-/63 per hour.				
26 "	Bliss, William H.	Fitters' apprentice	-/33 per hour.				
27 "	Cain, Richard	Striker	1/10 per hour.				
27 "	McNamara, James J.	Labourer	1/83 per hour.				
27 "	Westcott, Roy	Boilermakers' apprentice	-/33 per hour.				
28 "	Dawson, Frederick G.	Call boy	-/11 per hour.				
1 Mar.	Kennedy, Charles W.	Fuelman	1/10 per hour.				
1 "	Lewis, George H.	Fuelman	1/10 per hour.				
3 "	Davies, Alvern J.	Call boy	-/63 per hour.				



Date	Name	Position	Rate	Date	Name	Position	Rate
1924. PERMANENT WAY BRANCH, RAILWAYS—continued				1924. TRAFFIC BRANCH, RAILWAYS—continued			
11 Feb.	Thompson, William	Fettler	1 10 per hour.	7 Jan.	Perry, Raymond P.	Lad gatekeeper	4/9 per day
11 "	Cameron, George E.	Fettler	1 94 per hour.	7 "	Rutledge, Eileen	Attendant	37 4 per week and quarters.
11 "	Yorke, Joseph B.	Bricklayer	2 44 per hour.	8 "	Herrmann, Emily D.	Clerk	£166 per annum.
11 "	Hughes, Arthur F.	Bricklayer	2 44 per hour.	9 "	Owens, Elmo L.	Junior porter	5 11 per day
14 "	Briggs, Sydney	Fettler	1 10 per hour.	9 "	Cameron, Angus	Porter	13 8 per day
16 "	Nelson, George	Fettler	1 10 per hour.	9 "	Silvester, George	Porter	13 8 per day
19 "	Hoffman, Albert A.	Carpenters' apprentice	33 per hour.	9 "	Buchanan, Kenneth A.	Junior porter	4 1 per day
20 "	Crawford, George O.	Carpenter	2 23 per hour.	9 "	Withall, Edward G.	Junior porter	4 9 per day
20 "	Rose, Ambrose	Carpenter	2 23 per hour.	10 "	Smith, Eric I.	Lad gatekeeper	7 4 per day
20 "	Pollard, George	Labourer	1 81 per hour.	10 "	Cutmore, Arthur W.	Lad gatekeeper	7 4 per day
20 "	Goodwin, William T.	Labourer	1 81 per hour.	10 "	Durbin, William J.	Adult shunter	15 2 per day
21 "	Hitchcock, Walter	Labourer	1 81 per hour.	11 "	Rosengreen, George S.	Porter	12 8 per day
22 "	Stoddart, John E.	Spawler	1 111 per hour.	11 "	Lyons, George W.	Junior porter	5 11 per day
22 "	McAuliffe, John J.	Spawler	1 103 per hour.	11 "	Dick, William G.	Junior porter	3 7 per day
22 "	Evans, Thomas H.	Spawler	1 113 per hour.	15 "	Wilson, Margaret	Gatekeeper	22 8 per week.
22 "	Cook, William	Spawler	1 113 per hour.	15 "	Harrison, Eric A.	Junior porter	19 11 per week.
22 "	Dalton, George	Spawler	1 113 per hour.	16 "	Willis, Edith A.	Gatekeeper	13 8 per day.
22 "	Watson, Thomas	Labourer	1 103 per hour.	16 "	German, Francis G.	Porter	13/8 per day.
22 "	Piper, Cecil J.	Labourer	1 103 per hour.	18 "	Porterfield, Mervyn F.	Porter	13/8 per day.
22 "	Gibson, Alexander	Labourer	1 103 per hour.	18 "	Roberts, Eric R. J.	Junior porter	5 11 per annum.
22 "	Lucas, Thomas H.	Labourer	1 103 per hour.	21 "	Irwin, Alexander J.	Junior clerk	5 11 per annum.
22 "	Lee, Francis G.	Labourer	1 103 per hour.	21 "	McLachlan, Alexander	Junior porter	5 11 per day.
22 "	Carroll, Joseph J.	Truck trimmer	1 103 per hour.	21 "	E.		
24 "	O'Keefe, Thomas	Fettler	1 10 per hour.	21 "	Haybittle, James A.	Porter	13 8 per day.
24 "	Caldwell, Victor	Fettler	1 10 per hour.	22 "	Hutchinson, Robert J.	Junior porter	4 1 per day.
24 "	Eccleston, William	Fettler	1 10 per hour.	22 "	Anderson, Joseph	Junior porter	5 11 per day.
24 "	Lehmann, Alfred T.	Fettler	1 10 per hour.	23 "	McDonald, Eric V.	Junior porter	5 11 per day.
24 "	Barnes, Ernest	Fettler	1 10 per hour.	23 "	Keane, Albert R.	Porter	13 8 per day.
24 "	Elphick, George	Fettler	1 10 per hour.	24 "	Pago, Frank R.	Porter	13 8 per day.
24 "	Wilcox, Cecil A.	Fettler	1 10 per hour.	24 "	McKinnon, Thomas A.	Junior porter	3/7 per day.
24 "	Jennings, John S.	Fettler	1 10 per hour.	24 "	Dunning, Vincent	Junior porter	4 1 per day.
24 "	Thompson, Tom	Fettler	1 94 per hour.	27 "	Ballantyne, John W.	Junior clerk	£106 per annum.
24 "	Ellis, William H.	Fettler	1 94 per hour.	28 "	Whitelord, Allen P.	Junior clerk	5/11 per day.
24 "	Broad, Alexander	Fettler	1 94 per hour.	28 "	Kelly, Raymond C.	Junior porter	5 11 per day.
24 "	Rope, William	Fettler	1 94 per hour.	28 "	Geale, Mervyn	Junior porter	13/8 per day.
24 "	James, Thomas	Fettler	1 94 per hour.	29 "	Taylor, John J.	Gatekeeper	4 9 per day.
24 "	Kilby, John G.	Fettler	1 94 per hour.	30 "	Bastick, Arthur J.	Junior porter	5 11 per day.
24 "	Keup, Robert W.	Fettler	1 94 per hour.	30 "	Tolhurst, Hubert A.	Junior porter	5 11 per day.
25 "	Asheroff, Francis W.	Fettler	1 10 per hour.	30 "	Boch, Archie L.	Junior porter	5 11 per day.
25 "	Callaghan, Leo B.	Fettler	1 10 per hour.	1 Feb.	Taylor, Isabella A.	Gatekeeper	51 9 per week.
25 "	Pateman, Edward	Stoker	1 10 per hour.	5 "	Byrnes, James E.	Adult shunter	15 2 per day.
25 "	Nelson, Olat R.	Stoker	1 10 per hour.	6 "	Battsworth, Reg. J.	Gatekeeper	13 8 per day.
27 "	Riddle, Henry	Fettler	1 10 per hour.	6 "	Wilkins, John H.	Adult shunter	15 2 per day.
27 "	Holmes, Albert	Striker	1 103 per hour.	6 "	Askew, Robert R.	Adult shunter	15 2 per day.
27 "	Davies, Thomas	Structural steel worker	2 34 per hour.	6 "	Phipps, Cecil E.	Adult shunter	15 2 per day.
27 "	Ackroyd, George	Turner	2/44 per hour.	6 "	Taylor, Walter	Adult shunter	15 2 per day.
28 "	Sheather, Arthur	Fettler	1/10 per hour.	6 "	Collins, Frances	Gatekeeper	4 8 per week and quarters.
28 "	Minogue, John	Fettler	1/10 per hour.	6 "	Lachlan, Cecil	Junior porter	4/9 per day.
28 "	Eagles, David	Turner	2/34 per hour.	6 "	Morris, William A.	Junior porter	5/11 per day.
28 "	Hamilton, Robert	Fitter	2/34 per hour.	6 "	McArthur, John E.	Junior porter	5/11 per day.
28 "	Redwood, Ernest	Fitter	2/34 per hour.	7 "	Roach, George P.	Junior porter	3/7 per day.
28 "	Dempsey, Owen	Striker	1/10 per hour.	8 "	Holland, Keith T.	Junior porter	5/11 per day.
28 "	Brown, Walter	Saddler	2/3 per hour.	8 "	De Leon, Charles A.	Adult shunter	15/2 per day.
28 "	Mitchell, Michael	Fettler	1/94 per hour.	8 "	Wills, John	Lad gatekeeper	7 4 per day.
4 Mar.	Farmer, Charles	Fettler	1/94 per hour.	8 "	Walker, Norman	Junior porter	5 11 per day.
6 "	Walker, Louis	Structural steel worker	2/34 per hour.	8 "	Butler, Reginald E.	Junior porter	4 1 per day.
6 "	Pyle, Harry	Structural sheet worker	2/34 per hour.	11 "	Lewis, William J.	Junior porter	4/9 per day.
6 "	Rosevear, Reuben	Structural steel worker	2/34 per hour.	11 "	Martin, Hugh C.	Adult shunter	15/2 per day.
6 "	Johnson, Ernest	Structural steel workers' assistant.	1/103 per hour.	11 "	O'Brien, William S.	Junior porter	4/1 per day.
6 "	Burnett, William	Structural steel workers' assistant.	1/10 per hour.	11 "	Hodge, William P.	Junior porter	7 4 per day.
6 "	McIntosh, Alfred	Structural steel workers' assistant.	1/10 per hour.	11 "	Clarke, Frederick C.	Junior porter	4 9 per day.
6 "	Winter, Henry	Wheelwright	2/24 per hour.	12 "	Corbett, Woodforth C.	Lad gatekeeper	7 4 per day.
7 "	Robertson, Robert	Structural steel worker	2/34 per hour.	12 "	Marquet, Faldeen	Junior porter	3/7 per day.
7 "	Campbell, Robert	Radial driller	1/114 per hour.	13 "	Urquhart, Frederick A.	Junior porter	4 9 per day.
7 "	Nisbet, James	Fitter	2/34 per hour.	15 "	Wood, Harold F.	Lad gatekeeper	7/4 per day.
7 "	Cameron, Colin	Saddler	2/3 per hour.	18 "	Hillhouse, William M.	Junior porter	4/9 per day.
7 "	Roseworn, Edwin J.	Saddler	2/3 per hour.	18 "	Day, Bertie	Adult shunter	15/2 per day.
7 "	Pegg, Robert	Saddler	2/3 per hour.	18 "	Patterson, Kenneth G.	Junior porter	4 9 per day.
7 "	Thomsett, Henry	Carpenter	2/23 per hour.	18 "	Moffatt, Donald E.	Junior porter	4/1 per day.
10 "	Pizzaro, Harold L.	Fettler	1/10 per hour.	20 "	Kelso, Joseph A.	Adult shunter	15/2 per day.
10 "	Wheatley, George F.	Fettler	1/10 per hour.	20 "	Watts, Charles J.	Porter	13/8 per day.
10 "	Ryan, Thomas	Fettler	1/10 per hour.	20 "	English, Eric T.	Junior porter	5 11 per day.
10 "	Ball, William G.	Fettler	1/10 per hour.	20 "	Blackwell, Gordon H.	Junior porter	3/7 per day.
17 "	Bennett, James	Fettler	1/94 per hour.	21 "	Cutler, William S.	Junior porter	4/9 per day.
17 "	Wearne, Charles	Blacksmith	2 43 per hour.	21 "	Roberts, Albert F.	Junior porter	3/7 per day.
1923. TRAFFIC BRANCH, RAILWAYS.				21 "	Bradley, Oliver R.	Adult shunter	15/2 per day.
4 Dec.	Edmunds, Dorothy L.	Clerk	£166 per annum.	25 "	Padley, William E.	Junior porter	3/7 per day.
4 "	Perry, Henry	Junior porter	4/9 per day.	25 "	Brown, Stanley E.	Lad gatekeeper	5/11 per day.
5 "	Falk, Carl A.	Junior porter	5/11 per day.	25 "	McCossin, Malcolm	Junior porter	7/4 per day.
5 "	Carmichael, Alfred C.	Junior porter	5/11 per day.	26 "	Todd, William	Junior porter	5/11 per day.
5 "	Stack, Michael A.	Porter	13/8 per day.	27 "	Kurtz, Mervyn G.	Junior porter	5/11 per day.
6 "	Daley, Claude W.	Junior porter	7 4 per day.	27 "	Craig, Walter N.	Junior porter	7/4 per day.
10 "	Griffin, Lawrence V.	Junior porter	5/11 per day.	27 "	Halpin, Irwin E.	Junior porter	4/9 per day.
12 "	Goberoff, Joseph C.	Junior porter	4/1 per day.	27 "	McMurtrie, Stuart	Adult shunter	15 2 per day.
12 "	Gibson, Archibald C.	Porter	14/2 per day.	29 "	Curtis, Alfred G.	Adult shunter	15 2 per day.
18 "	Greenwood, George F.	Junior porter	7 4 per day.	1 Mar.	Gann, Alice M.	Gatekeeper	4/8 per week and quarters.
19 "	Jackson, Lindfield	Adult shunter	15/2 per day.	3 "	Wallace, Norman	Junior porter	7 4 per day.
20 "	Penn, Charles J.	Adult shunter	15 2 per day.	3 "	Ross, Edward	Porter	11/2 per day.
21 "	Sullivan, John P.	Junior porter	4/9 per day.	3 "	Slavin, James P.	Junior porter	5/11 per day.
23 "	Gardiner, Robert C.	Watchman	14/1 per day.	3 "	Frost, John A.	Junior porter	7 4 per day.
27 "	Webster, Leslie A.	Porter	13/8 per day.	3 "	Paul, Lance R.	Junior porter	5 11 per day.
27 "	Flanagan, John R.	Lad gatekeeper	5/11 per day.	4 "	Day, Robert J.	Porter	13 8 per day.
27 "	Woodlands, John P.	Lad gatekeeper	5 11 per day.	4 "	Smythe, Albert E.	Junior porter	5 11 per day.
27 "	Hawkins, Albert E.	Adult shunter	15/2 per day.	4 "	Bennett, Sidney A.	Junior porter	5 11 per day.
27 "	McGurren, Thomas E.	Junior porter	5/11 per day.	4 "	Coleman, William	Junior porter	5 11 per day.
28 "	Ronning, Percival B.	Junior porter	7/4 per day.	4 "	Barnes, Robert G.	Adult shunter	15 2 per day.
28 "	Griffith, Robert A.	Adult shunter	15 2 per day.	4 "	Dunlop, Robert	Adult shunter	15 2 per day.
29 "	Jaeger, Otto W.	Porter	13 8 per day.	4 "	Proctor, William	Adult shunter	15 2 per day.
31 "	Brown, Stanley J.	Junior porter	7 4 per day.	4 "	Davies, Thomas W.	Adult shunter	15 2 per day.
31 "	Coughtrie, David	Adult shunter	15 2 per day.	5 "	Moodie, Stuart	Lad gatekeeper	7 4 per day.
1924.				5 "	Osborne, Henry G.	Porter	13 8 per day.
1 Jan.	Thompson, Lawrence J.	Junior porter	4/9 per day.	5 "	Graham, John C.	Porter	13 8 per day.
1 "	Kowald, Leonard	Junior porter	7 4 per day.	6 "	Smith, Lewis	Porter	13 8 per day.
2 "	Holden, James	Junior porter	7/4 per day.	6 "	Maher, Raymond C.	Lad gatekeeper	5 11 per day.
2 "	Schulz, Carl A.	Lad gatekeeper	4/9 per day.	6 "	McIntosh, James A.	Porter	13 8 per day.
2 "	Williams, Walter R.	Adult shunter	15 2 per day.	8 "	Duberley, Frank R.	Adult shunter	15 2 per day.
3 "	Osmond, Sidney A.	Adult shunter	15 2 per day.	9 "	Magee, Ada M.	Office cleaner	19 8 per week.
3 "	Kennedy, Edward B.	Porter	13 8 per day.	9 "	Bargary, Elsie J.	Cleaner	10/3 per day.
3 "	Baker, Stephen H.	Lad gatekeeper	7 4 per day.	10 "	Minshall, Clive L.	Junior porter	7 4 per day.
4 "	Cuffe, John P.	Junior porter	5 11 per day.	10 "	Long, William C.	Junior porter	4 1 per day.
6 "	King, Annie B.	Gatekeeper	4/8 per week and quarters.	10 "	Crebber, George H.	Porter	13 8 per day.
7 "	Wright, Arthur R.	Junior porter	7 4 per day.	11 "	Barry, Fabian J.	Junior porter	5 11 per day.
				11 "	Smith, Leslie C.	Junior porter	5 11 per day.
				12 "	Munday, John W.	Adult shunter	15 2 per day.



Date.	Name.	Position.	Rate.	Date.	Name.	Position.	Rate.
1924. TRAFFIC BRANCH, RAILWAYS—continued.				1923. ELECTRICAL BRANCH, TRAMWAYS.			
12 Mar.	Williams, George E.	Adult shunter	15/2 per day.	17 Dec.	Smith, Edwin W.	Cleaner	-9½ per hour.
12 "	Owens, Hilton O.	Adult shunter	15/2 per day.	1924.			
12 "	Tuckwell, Arthur E.	Junior porter	4/0 per day.	2 Jan.	Moss, William	Cleaner	-9½ per hour.
12 "	Abbott, Albert E.	Junior porter	5/11 per day.	2 "	Ward, Stanley G.	Draftsman	£323 per annum.
13 "	Rae, John D.	Junior porter	5/11 per day.	2 "	Taylor, Harold	Draftsman	£323 per annum.
13 "	Twaddell, Earl K.	Junior porter	5/11 per day.	7 "	Bouch, William H.	Cleaner	-11½ per hour.
14 "	Glover, John F.	Junior porter	7/4 per day.	7 "	Anderson, Reginald J.	Cleaner	-11½ per hour.
14 "	Matthews, Roy G.	Junior porter	4/9 per day.	8 "	Hilliard, Stanley W.	Cleaner	-9½ per hour.
17 "	Bridger, Morton L.	Junior porter	7/4 per day.	9 "	Pugh, Victor C.	Cleaner	1/1½ per hour.
17 "	Campbell, Hedley G.	Junior porter	5/11 per day.	9 "	Doovey, Herbert M.	Cleaner	-7½ per hour.
17 "	Curnow, Frank M.	Junior porter	4/9 per day.	9 "	Loneragan, Jack W.	Cleaner	-11½ per hour.
17 "	Friend, Francis J.	Junior porter	5/11 per day.	9 "	Grives, Albert R.	Cleaner	-11½ per hour.
17 "	Clare, Ernest	Adult shunter	15/2 per day.	9 "	Farrell, Michael F.	Cleaner	-7½ per hour.
8 "	Bennett, Clara	Gatekeeper	14/11 per week.	10 "	Walsh, John J.	Cleaner	-11½ per hour.
9 "	Watkins, John W.	Porter	13/8 per day.	11 "	Walker, Clarence	Junior clerk	£78 per annum.
9 "	Brook, Keith G.	Adult shunter	15/2 per day.	12 "	Allan, Clarence	Cleaner	-9½ per hour.
9 "	Mulholland, Frederick W.	Junior porter	4/9 per day.	12 "	Swan, Herbert W.	Cleaner	-11½ per hour.
19 "	Freeman, Walter E.	Porter	13/8 per day.	14 "	Thompson, Alfred	Cleaner	-9½ per hour.
20 "	Fitzgibbon, William M.	Junior porter	4/1 per day.	14 "	Wolford, Joseph	A Foreman's Clerk	1/10 per hour.
21 "	Rosendale, Ernest J.	Junior porter	5/11 per day.	14 "	Gilchrist, Sydney D.	Plumber	2/2½ per hour.
21 "	Jones, John J.	Porter	13/8 per day.	14 "	Player, Leslie M.	Assistant accountant	£500 per annum.
24 "	Healey, Leonard B.	Junior porter	4/1 per day.	15 "	Stig, Sidney Edward	Cleaner	-9½ per hour.
24 "	Oliver, Cecil T.	Porter	13/8 per day.	15 "	Edmonds, Stanley W.	Cleaner	-11½ per hour.
26 "	Hall, Edward J.	Junior porter	4/9 per day.	16 "	Morris, Cecil V.	Cleaner	1/1½ per hour.
1921. SIGNALLING BRANCH.				16 "	Allan, David	Cleaner	-9½ per hour.
7 Nov.	Woodward, Edward	Signal erectors' assistant	14/2 per day.	17 "	Cope, James F.	Cleaner	-9½ per hour.
1923.				21 "	Doyle, Albert G.	Cleaner	-11½ per hour.
7 July	Baxter, John	Line labourer	1/8½ per hour.	21 "	McClure, Albert N.	Cleaner	-11½ per hour.
27 Dec.	Holmes, Arthur L.	Fitter	2/3½ per hour.	21 "	Kennedy, Harry C.	Cleaner	-11½ per hour.
1924.				21 "	Duggin, Frank C.	Electrical mechanics' apprentice.	-3½ per hour.
3 Jan.	Farrell, Reginald	Fitter	2/3½ per hour.	23 "	Wyatt, George C.	Cleaner	1/1½ per hour.
2 "	Gillin, James	Locksmith	2/3½ per hour.	23 "	Grives, Herbert R.	Cleaner	-11½ per hour.
1 Feb.	Dronsfield, Roy W.	Junior clerk	£78 per annum.	25 "	Scott, Roy	Cleaner	-11½ per hour.
7 "	Gill, Frederick J.	Shop boy	-8½ per hour.	28 "	Gillespie, Vincent A.	Cleaner	-7½ per hour.
1924. ELECTRICAL BRANCH, RAILWAYS.				2 Feb.	Smith, Eric	Cleaner	1/1½ per hour.
4 Feb.	Bouch, Alfred G.	Junior labourer	-6½ per hour.	2 "	Glazier, Edwin H.	Cleaner	-11½ per hour.
16 "	Grant, Albert	Motor lorry driver	1/10½ per hour.	4 "	Dolan, Francis C.	Cleaner	-11½ per hour.
18 "	Hannah, Joseph	Probationer	-7½ per hour.	4 "	Haren, Richard F.	Junior labourer	-8½ per hour.
18 "	Cowie, George	Probationer	-7½ per hour.	4 "	Elliott, Norman H.	Electrical fitters' apprentice.	-3½ per hour.
18 "	Mackay, William W.	Probationer	-7½ per hour.	4 "	Tiddeman, Edmund S.	Fitter	2/3½ per hour.
25 "	Jones, William	Battery labourer	1/10 per hour.	4 "	Bragg, George H.	Cleaner	-9½ per hour.
1924. STORES BRANCH, RAILWAYS.				5 "	D'Arcy, Victor E.	Cleaner	1/1½ per hour.
14 Jan.	Harden, John J.	Store boy	-11 per hour.	6 "	Donaldson, Ernest H.	Cleaner	-11½ per hour.
29 "	Scott, John C.	Junior clerk	£106 per annum.	6 "	Newham, George D.	Cleaner	-7½ per hour.
1924. TRAFFIC BRANCH, TRAMWAYS.				7 "	Mortimer, Frank C.	Cleaner	-11½ per hour.
4 Jan.	Hills, John H.	Junior clerk	£78 per annum.	11 "	Stafford, Frank D.	Assistant engineer	£507 per annum.
7 "	Brown, Harold A.	Junior clerk	£106 per annum.	12 "	Miller, George H.	Junior labourer	1/1 per hour.
11 "	Williams, William C.	Fettler	1/11½ per hour.	14 "	Stone, Mark A.	Junior labourer	-11 per hour.
24 "	Farley, Norman	Junior clerk	£78 per annum.	18 "	Gibson, Albert H.	Shop boy	-8½ per hour.
31 "	Ritchie, Robert	Sign-on clerk	1/10½ per hour.	18 "	Smith, Cleu G.	Electrical mechanics' apprentice.	-3½ per hour.
25 Feb.	Hagley, Archibald	Fettler	1/11½ per hour.	23 "	Franko, Frederick S.	Cleaner	-11½ per hour.
				1922. PERMANENT WAY BRANCH, TRAMWAYS.			
				9 Oct.	Wright, Robert W.	Labourer	1/8½ per hour.
				1924. STORES BRANCH, TRAMWAYS.			
				21 Jan.	Johnson, George R.	Store boy	-8½ per hour.

## REMOVALS.

Date.	Name.	Position.	Rate.	Remarks.
1924. LOCOMOTIVE BRANCH, RAILWAYS.				
2 Jan.	Collins, Horace	Roster clerk	1/10½ per hour	Resigned.
2 "	Johanson, Carl	Chief draftsman	£610 per annum	Retired.
3 "	Fleming, James	Car builder	2/7½ per hour	Retired.
3 "	Burrows, John	Car builder	2/5½ per hour	Retired.
3 "	Dossell, Henry	Electric traverser driver	1/10½ per hour	Retired.
4 "	Holloway, Moses	Boilermaker	2/5½ per hour	Retired.
5 "	Virgona, Roberto	Fitter	2/4½ per hour	Resigned.
7 "	Piper, Henry	Turner	2/3½ per hour	Deceased.
8 "	Johnston, Leslie	Boilermakers' apprentice	-3½ per hour	Resigned.
9 "	Hughes, Vincent	Wagon builder	-6 per hour	Resigned.
9 "	Jones, Charles	Machine painter	2/1½ per hour	Retired.
10 "	Lyndsell, George	Labourer	1/8½ per hour	Resigned.
10 "	Johnstone, George	Foreman's junior clerk	1/1 per hour	Dismissed.
10 "	Hurford, Albert	Storeman	2/0½ per hour	Dismissed.
11 "	Izenhood, George	Fitter	2/3½ per hour	Resigned.
12 "	Fanning, Cecil	Fireman	2/1 per hour	Dismissed.
13 "	Farrington, John	Fitters' apprentice	1/4 per hour	Discharged.
14 "	Hughes, William	Car trimmer	2/4½ per hour	Resigned.
14 "	Cave, Sydney	Shop boy	-8½ per hour	Resigned.
15 "	George, Sydenham	Labourer	1/8½ per hour	Resigned.
16 "	Goulding, John	Storeman	1/11½ per hour	Retired.
18 "	Chadwick, Jesse	Steam crane driver	2/1 per hour	Retired.
18 "	Brown, Thomas	Sub-foreman	£337 per annum	Retired.
19 "	Stonham, Harry	Shop boy	-6½ per hour	Resigned.
19 "	Poole, Francis	Boilermakers' apprentice	1/8½ per hour	Discharged.
19 "	Anderson, Phillip	Boilermakers' apprentice	1/8½ per hour	Discharged.
19 "	Slater, Henry	Fitters' labourer	1/11 per hour	Retired.
20 "	Gilbert, Harold	Shop boy	1/2½ per hour	Deceased.
22 "	Smith, Clarence W.	Fitters' apprentice	1/4 per hour	Resigned.
23 "	Harris, William	Boilermakers' apprentice	1/4 per hour	Discharged.
23 "	Stewart, Archibald	Assembler	1/11½ per hour	Deceased.
23 "	Betts, Cecil	Blacksmiths' apprentice	-9 per hour	Resigned.
24 "	Jackson, Charles	Car trimmer	2/4½ per hour	Retired.
25 "	Wall, James	Engine turner	2/1 per hour	Retired.
25 "	King, Stanley	Fitters' apprentice	-5½ per hour	Resigned.
25 "	Hodda, Albert E.	Boilermakers' helper	1/10½ per hour	Resigned.
26 "	Chinchen, Raymond	Clerk	£268 per annum	Dismissed.
26 "	Peel, Alfred	Carpenter	2/3½ per hour	Retired.
26 "	Stewart, David	Electric traverser driver	1/10½ per hour	Discharged.
28 "	Butcher, Herbert	Carriage and wagon builder	2/2½ per hour	Resigned.
28 "	Hall, Leslie	Boilermakers' apprentice	1/4 per hour	Discharged.
28 "	Luce, Arthur	Carpenters' apprentice	-3½ per hour	Resigned.
28 "	Buckley, Edwin	Shop boy	-11 per hour	Resigned.
29 "	Crossman, George	Driver	2/7 per hour	Retired.



Date.	Name.	Position.	Rate.	Remarks.
1924. LOCOMOTIVE BRANCH, RAILWAYS—continued.				
29 Jan.	Fullarton, Andrew	Driver	2/7 per hour	Retired.
30 "	Rose, Frank	Moulders' apprentice	-/10½ per hour	Resigned.
31 "	Paul, Ernest J.	Junior clerk	£126 per annum	Resigned.
1 Feb.	Thorman, Alfred	Fitters' apprentice	1/4 per hour	Discharged.
1 "	Arblaster, Richard	Fitter	2/4½ per hour	Retired.
1 "	Duncan, Edwin	Labourer	1/8½ per hour	Resigned.
2 "	West, Luke	Boilermakers' helper	1/10½ per hour	Resigned.
2 "	Balot, Lavoie	Shop boy	1/1 per hour	Resigned.
3 "	Gannon, Leslie	Labourer	1/8½ per hour	Resigned.
5 "	Fallon, Charles	Fitters' labourer	1/10½ per hour	Deceased.
5 "	Allen, Sydney	Labourer	1/8½ per hour	Dismissed.
5 "	Lake, Mervyn	Brassfinishers' apprentice	-/9 per hour	Resigned.
5 "	Neeley, Leslie R.	Fireman	2/1 per hour	Resigned.
6 "	Powell, William J.	Striker	1/10 per hour	Resigned.
6 "	Hollingworth, Jonah	Driver	2/7 per hour	Retired.
6 "	Auld, Hugh	Car trimmer	2/2½ per hour	Retired.
6 "	Hooke, Edward	Car builders' apprentice	-/3½ per hour	Resigned.
8 "	Taylor, Ernest	Fitter	2/4½ per hour	Retired.
8 "	Alford, William	Fitters' labourer	1/10½ per hour	Retired.
9 "	Hale, Wallace	Blacksmiths' apprentice	1/4 per hour	Discharged.
9 "	Paul, Percy	Boilermakers' helper	1/10½ per hour	Resigned.
9 "	Austin, Richard	Car and wagon fitter	2/2½ per hour	Deceased.
9 "	Primrose, Samuel	Foreman	£448 per annum	Deceased.
9 "	Morrison, George	Car builders' assistant	1/10½ per hour	Resigned.
12 "	Switzer, Albert	Driver	2/7 per hour	Retired.
12 "	Brownlow, William	Fitters' labourer	1/10½ per hour	Retired.
14 "	Purkis, John	Fitter	2/3½ per hour	Dismissed.
14 "	Meadows, Thomas	Boilermakers' apprentice	1/4 per hour	Discharged.
14 "	Cook, Victor	Fitters' apprentice	-/3½ per hour	Discharged.
16 "	Rossiter, Lewis	Fitter	2/3½ per hour	Deceased.
16 "	Bunnell, Thomas	Tinsmiths' apprentice	-/10½ per hour	Resigned.
16 "	Hore, Edmund	Machinists' apprentice	-/3½ per hour	Resigned.
16 "	Dewhurst, Reginald	Painter	2/4½ per hour	Resigned.
16 "	Stedman, Leslie	Turner	2/4½ per hour	Deceased.
17 "	Thomas, Jacob	Fitters' labourer	1/10½ per hour	Deceased.
18 "	Elliot, William	Machinist	2/2½ per hour	Deceased.
18 "	Hillier, Clarence	Coppersmith	2/4½ per hour	Resigned.
19 "	Orman, Henry	Fireman	2/1 per hour	Resigned.
19 "	Thompson, James W.	Watchman	1/9½ per hour	Retired.
19 "	Howard, William	Striker	1/10 per hour	Retired.
20 "	Warren, Frederick	Cleaner	1/9½ per hour	Resigned.
21 "	Woodward, Leonard	Boilermakers' apprentice	-/5½ per hour	Resigned.
21 "	Betland, Charles	Boilermakers' helper	1/10½ per hour	Resigned.
22 "	Pasmore, George	Iron dresser	1/11 per hour	Resigned.
22 "	Sommerville, Arthur	Fuelman	1/10 per hour	Resigned.
22 "	Spring, David	Fitters' labourer	1/10½ per hour	Resigned.
23 "	Thomas, Alfred E.	Striker	1/10 per hour	Resigned.
23 "	Stephenson, William	Fitters' apprentice	1/4 per hour	Discharged.
23 "	Worsley, Reginald	Boilermakers' apprentice	-/3½ per hour	Resigned.
23 "	Whitley, Roger V.	Cleaner	1/9½ per hour	Resigned.
24 "	Ellery, Leo T.	Labourer	1/8½ per hour	Dismissed.
25 "	Court, Benjamin	Moulders' apprentice	-/10½ per hour	Resigned.
26 "	Hartley, Herbert W.	Fuelman	1/10 per hour	Dismissed.
26 "	Thrum, Frederick	Clerk	£388 per annum	Deceased.
26 "	Tarrant, Francis	Shed fireman	2/1 per hour	Retired.
29 "	Berli, Henry	Fitter	2/3½ per hour	Retired.
1 Mar.	Hoddnott, Walter	Structural steel workers' apprentice	1/8½ per hour	Discharged.
1 "	McAnally, William	Car builders' apprentice	1/4 per hour	Discharged.
1 "	Tame, John	Gasfitters' apprentice	-/3½ per hour	Resigned.
1 "	Dooley, Ernest	Moulder	2/2½ per hour	Deceased.
1 "	Benson, Leo J.	Shop boy	1/1 per hour	Resigned.
1 "	Richards, William J.	Assembler	1/11½ per hour	Resigned.
2 "	Stephenson, Matthew	Driver	2/7 per hour	Retired.
3 "	Balmer, William	Gasfitters' apprentice	1/4 per hour	Discharged.
4 "	Costello, George T.	Driver	2/7 per hour	Retired.
4 "	Tory, Henry C.	Wagon builder	2/3½ per hour	Deceased.
4 "	Sinclair, Cecil	Call boy	-/11 per hour	Resigned.
4 "	Drysdale, John	Cleaner	1/9½ per hour	Resigned.
5 "	Hess, Walter C.	Fireman	2/1 per hour	Resigned.
5 "	Salton, Samuel	Fitter	2/4½ per hour	Dismissed.
6 "	Smith, Henry L.	Boilermakers' apprentice	1/4 per hour	Discharged.
10 "	Phillips, William T.	Gland packer	2/1 per hour	Deceased.
10 "	Loxton, Frederick	Sawmill labourer	1/9½ per hour	Resigned.
11 "	Isles, James	Shop Boy	-/8½ per hour	Resigned.
12 "	Freestone, David	Driver	2/2½ per hour	Resigned.
12 "	Tinker, Robert C.	Cleaner	1/9½ per hour	Retired.
12 "	Deere, John A.	Gasfitter	2/2½ per hour	Discharged.
13 "	Grieve, Johnstone	Boilermakers' apprentice	-/3½ per hour	Resigned.
14 "	Douglas, John	Steam crane driver	2/1½ per hour	Retired.
15 "	Hart, Frederick M.	Fitters' apprentice	1/4 per hour	Discharged.
15 "	Ryan, John	Striker	1/10 per hour	Discharged.
16 "	Jones, Henry	Washout-man	2/- per hour	Retired.
16 "	Osborne, Harold	Fireman	2/1 per hour	Resigned.
17 "	Spillane, Patrick	Fitters' apprentice	1/4 per hour	Discharged.
18 "	Potts, Harry	Machinist	2/1½ per hour	Resigned.
19 "	Glasscock, George	Moulders' apprentice	1/4 per hour	Discharged.
19 "	Ward, Walter	Boilermakers' helper	1/10½ per hour	Resigned.
20 "	McGlynn, Hugh J.	Boilermaker	2/4½ per hour	Deceased.
20 "	Stewart, James	Boilermakers' apprentice	1/4 per hour	Discharged.
24 "	Harrison, William S.	Boilermakers' apprentice	1/8½ per hour	Discharged.
24 "	Taylor, John R.	Spring maker	2/4½ per hour	Deceased.
25 "	Williams, Edmund T.	Striker	1/10 per hour	Resigned.
25 "	Perrau, Thomas	Driver	2/7 per hour	Retired.
27 "	O'Sullivan, Charles	Fitter	2/4½ per hour	Resigned.
27 "	Black, John W.	Engineering cadet	£118 per annum	Resigned.
29 "	Pile, Arthur	Shop boy	-/8½ per hour	Resigned.
1923. PERMANENT WAY BRANCH, RAILWAYS.				
19 Dec.	Carver, Leonard	Labourer	1/8½ per hour	Resigned.
21 "	Peters, Edward	Fettler	1/9½ per hour	Resigned.
27 "	Pryor, Thomas J.	Labourer	1/8½ per hour	Resigned.
1924.				
2 Jan.	Pike, Roy	Carpenter	2/2½ per hour	Resigned.
3 "	Donoghue, Thomas	Fettler	1/9½ per hour	Retired.
10 "	Ray, Frederick	Fettler	1/9½ per hour	Retired.
10 "	Dawson, Harold	Fettler	1/10 per hour	Retired.
11 "	Cripps, John F.	Clerk	£388 per annum	Deceased.
12 "	Wells, Matthew E.	Fettler	1/10 per hour	Dismissed.
14 "	Evans, Colin	Painters' apprentice	-/6 per hour	Resigned.
16 "	Gracie, James	Structural steel worker	2/3½ per hour	Resigned.
16 "	Price, John	Fettler	1/9½ per hour	Retired.
16 "	Tanner, Frederick	Fettler	1/9½ per hour	Retired.
19 "	Baker, Samuel	Ganger	1/11½ per hour	Discharged.
19 "	Daly, Percy R.	Fitters' apprentice	-/3½ per hour	Resigned.
19 "	Mortlock, William	Ganger	1/11½ per hour	Retired.



Date.	Name.	Position.	Rate.	Remarks.
PERMANENT-WAY BRANCH, RAILWAYS—continued.				
1924.				
19 Jan.	Moore, Bertie	Plumber	2/2½ per hour	Discharged.
20 "	Smith, Samuel	Fettler	1/9½ per hour	Retired.
20 "	Fisher, Henry	Ganger	1/11½ per hour	Retired.
21 "	Broughal, Thomas	Fettler	1/9½ per hour	Deceased.
21 "	Govey, Reginald	Labourer	1/9½ per hour	Resigned.
24 "	Scott, Reginald	Labourer	1/8½ per hour	Dismissed.
28 "	Edwards, Charles	Fettler	1/9½ per hour	Resigned.
28 "	Coote, Robert	Striker	1/10 per hour	Resigned.
2 Feb.	Ball, Robert C.	Fettler	1/9½ per hour	Resigned.
2 "	French, John	Fettler	1/9½ per hour	Resigned.
5 "	McDonald, Percival	Labourer	1/8½ per hour	Dismissed.
7 "	Neilson, Reginald	Fettler	1/9½ per hour	Resigned.
8 "	Beaver, Harold S.	Fettler	1/10 per hour	Resigned.
8 "	Anderson, Ernest	Rough carpenter	1/10½ per hour	Resigned.
9 "	Power, Frederick	Fettler	1/9½ per hour	Discharged.
9 "	Upland, Claude	Plumber	2/2½ per hour	Resigned.
9 "	Everingham, Horace	Fettler	1/9½ per hour	Resigned.
11 "	McGovern, Clarence	Fettler	1/10 per hour	Resigned.
18 "	Shaw, Matthew	Fettler	1/10 per hour	Resigned.
20 "	White, Francis D. R.	Fettler	1/10 per hour	Resigned.
21 "	Noble, William	Ganger	2/0½ per hour	Retired.
21 "	Thompson, William	Ganger	2/0½ per hour	Resigned.
22 "	Callen, Thomas	Fettler	1/10 per hour	Dismissed.
23 "	Rix, Richard	Fettler	1/9½ per hour	Resigned.
1 Mar.	Graham, James E.	Fettler	1/9½ per hour	Resigned.
1 "	Ferri, Arthur	Fettler	1/9½ per hour	Retired.
1 "	McNamara, Alfred	Ganger	1/11½ per hour	Resigned.
4 "	Owen, Arthur	Striker	1/10 per hour	Dismissed.
4 "	Jack, William	Clerk	£308 per annum	Dismissed.
7 "	O'Brien, Charles	Fettler	1/9½ per hour	Resigned.
10 "	Straub, George R.	Fettler	1/9½ per hour	Resigned.
15 "	Taylor, James E.	Bridge ganger	2/3½ per hour	Retired.
15 "	Piggott, Alfred	Ganger	1/11½ per hour	Retired.
15 "	Wells, Sydney	Fettler	1/9½ per hour	Resigned.
19 "	Butcher, Noble	Fettler	1/10 per hour	Resigned.
19 "	Peterson, Peter	Fettler	1/9½ per hour	Retired.
20 "	Leatham, Michael J.	Labourer	1/8½ per hour	Retired.
22 "	James, John T.	Labourer	1/8½ per hour	Resigned.
22 "	Mitchell, Leslie	Rough carpenter	1/10½ per hour	Resigned.
24 "	Love, John	Fettler	1/9½ per hour	Resigned.
26 "	Halley, John	Ganger	1/11½ per hour	Retired.
26 "	Bartley, Francis D.	Fettler	1/9½ per hour	Resigned.
27 "	Cole, Robert	Ganger	2/0½ per hour	Retired.
29 "	Fitzgerald, Leslie	Fitters' apprentice	1/8½ per hour	Discharged.
TRAFFIC BRANCH, RAILWAYS.				
1923.				
22 Nov.	Walsh, Annie	Gatekeeper	30/2 per week and quarters.	Retired.
18 Dec.	Moss, William H.	Porter	14/2 per day	Dismissed.
20 "	Hogan, Cornelius	Clerk	£308 per annum	Dismissed.
20 "	Reynolds, Aiden J.	Leading porter	14/8 per day	Dismissed.
20 "	Day, Michael	Porter	14/2 per day	Dismissed.
1924.				
2 Jan.	Hill, Walter J.	Junior porter	4/1 per day	Discharged.
3 "	Dines, William J.	Clerk	£308 per annum	Resigned.
3 "	Kowald, Leonard L.	Junior porter	7/4 per day	Resigned.
4 "	Leavy, Paul	Clerk-operator	£308 per annum	Deceased.
4 "	Whyte, Edward	Gatekeeper	13/8 per day	Resigned.
5 "	Fryer, Robert	Station-master	£378 and £60 rent per annum.	Retired.
5 "	Southwell, Leslie W.	Porter	14/2 per day	Resigned.
6 "	Condon, Herbert J.	Porter	14/2 per day	Resigned.
7 "	Smith, Errol P.	Porter	14/2 per day	Dismissed.
7 "	Henderson, David H.	Porter	14/2 per day	Dismissed.
8 "	Hines, Albert	Adult shunter	15/2 per day	Dismissed.
8 "	Lovett, Cecil F.	Adult shunter	15/2 per day	Resigned.
9 "	King, Ralph	Junior clerk	£193 per annum	Resigned.
9 "	Annam, Lilian	Gatekeeper	4/8 per week and quarters.	Resigned.
10 "	Hankin, James C.	Clerk	£438 per annum	Retired.
10 "	McCann, John	Junior porter	8/6 per day	Resigned.
10 "	McHugh, John W.	Porter	14/8 per day	Resigned.
10 "	Blyth, Robert	Goods guard	16/2 per day	Deceased.
11 "	Glover, William	Gatekeeper	13/8 per day	Retired.
11 "	Henderson, John	Porter	14/2 per day	Retired.
12 "	Graham, Robert F.	District Superintendent	£710 per annum	Retired.
12 "	Downes, George	Clerk	£308 per annum	Resigned.
12 "	Brosnan, Timothy	Porter	14/2 per day	Deceased.
12 "	Clark, Earl W.	Junior porter	4/9 per day	Resigned.
12 "	James, Keith	Junior porter	7/4 per day	Resigned.
12 "	Davis, Stanley R.	Junior porter	4/9 per day	Resigned.
13 "	Cavanough, Willis W.	Station-master	£298 per annum and quarters.	Deceased.
14 "	Keats, Frederick	Night officer	£268 per annum	Resigned.
14 "	Waldron, Walter K.	Porter	14/2 per day	Deceased.
14 "	Carroll, Thomas P.	Junior porter	5/11 per day	Resigned.
14 "	Crabbe, Harold	Lad gatekeeper	8/6 per day	Resigned.
14 "	Sharpe, Charles T.	Junior porter	8/6 per day	Resigned.
15 "	Flannery, Patrick J.	Gatekeeper	13/8 per day	Dismissed.
16 "	Cox, Silas P.	Station-master	£298 per annum and quarters.	Retired.
18 "	Weir, Harold J.	Junior porter	5/11 per day	Resigned.
18 "	Cook, Richard J.	Porter	14/2 per day	Retired.
18 "	Gray, Edward	Porter	14/8 per day	Retired.
22 "	Bourke, Frederick J.	Junior clerk	£193 per annum	Resigned.
22 "	Cripps, Wilson H.	Junior porter	4/1 per day	Resigned.
22 "	Leckie, James	Porter	14/2 per day	Resigned.
24 "	Hannon, John	Junior porter	10/3 per day	Resigned.
24 "	Perry, Ida M.	Attendant	52/- per week	Resigned.
25 "	Dobie, John A.	Junior porter	5/11 per day	Discharged.
26 "	Bensley, Samuel	Adult shunter	15/2 per day	Resigned.
26 "	Broderick, Patrick	Porter	14/2 per day	Retired.
26 "	Tolhurst, George	Porter	14/2 per day	Deceased.
28 "	McKenna, James	Junior porter	5/11 per day	Deceased.
28 "	Wood, Frederick	Porter	14/8 per day	Deceased.
28 "	Wynn, Roy	Junior porter	5/11 per day	Resigned.
28 "	Currie, David	Leading porter	14/8 per day	Retired.
28 "	Smith, Frank P.	Adult shunter	15/2 per day	Dismissed.
28 "	Hickey, Manton G.	Junior porter	5/11 per day	Resigned.
30 "	McDonald, Alexander	Signalman	15/2 per day	Resigned.
30 "	McCarthy, Richard J.	Adult shunter	15/2 per day	Resigned.
30 "	Coonan, James	Porter	14/2 per day	Resigned.
30 "	Hamilton, Samuel C.	Porter	13/8 per day	Resigned.
31 "	Needham, Leonard	Night officer	£268 per annum	Resigned.
31 "	Sterling, Donald S.	Junior porter	4/9 per day	Resigned.
31 "	Wedesweiler, James	Adult shunter	15/2 per day	Discharged.
31 "	Bruce, James	Junior clerk	£131 per annum	Resigned.



Date	Name.	Position.	Rate.	Remarks.
1924. TRAFFIC BRANCH, RAILWAYS—continued.				
31 Jan.	Mingonie, Leonard W.	Junior porter	7/4 per day	Resigned.
31 "	Montley, Eric W.	Junior porter	7/4 per day	Retired.
1 Feb.	Thomas, May E.	Attendant	18/- per week	Retired.
1 "	Byrne, Paul R.	Junior porter	4/9 per day	Discharged.
1 "	Darboon, John	Leading porter	14/8 per day	Retired.
2 "	Hogan, Bede E.	Junior clerk	£193 per annum	Dismissed.
2 "	Hindley, Frederick	Porter	14/2 per day	Resigned.
2 "	Towle, Eric	Junior porter	5/11 per day	Discharged.
6 "	Murray, Wallace C.	Junior porter	7/4 per day	Resigned.
6 "	Foley, Daniel B.	Junior porter	4/1 per day	Resigned.
7 "	Welch, Charles A.	Adult shunter	15/2 per day	Resigned.
7 "	Christie, James T.	Junior porter	7/4 per day	Resigned.
7 "	McDonald, Martin F.	Adult shunter	15/2 per day	Dismissed.
7 "	Martin, Thomas J.	Porter	14/2 per day	Resigned.
7 "	Armstrong, Harrie	Porter	14/2 per day	Resigned.
9 "	Svanberg, Arthur J.	Night officer	£308 per annum	Deceased.
9 "	Spillane, Joseph T.	Porter	14/2 per day	Resigned.
10 "	Fryer, Frank	Signalman	15/2 per day	Retired.
11 "	Stringer, Harry S.	Porter	14/2 per day	Resigned.
11 "	Singleton, Percy R.	Junior porter	8/6 per day	Resigned.
12 "	Hoather, Arthur R.	Stationmaster	£298 per annum and quarters.	Retired.
12 "	Gladwell, William S.	Night officer	£268 per annum	Resigned.
13 "	Pool, George F.	Junior porter	7/4 per day	Resigned.
14 "	Thomas, William F.	Junior porter	7/4 per day	Resigned.
14 "	Pacey, William H.	Junior porter	4/9 per day	Resigned.
14 "	Bale, Edna C.	Gatekeeper	14/11 per week	Resigned.
15 "	Lindsay, William	Porter	14/8 per day	Retired.
15 "	Gardiner, Laurie	Junior porter	4/9 per day	Resigned.
15 "	Leonard, Norval E.	Porter	14/2 per day	Resigned.
16 "	Stevens, Roy	Porter	14/2 per day	Dismissed.
18 "	Perkins, David G.	Porter	14/2 per day	Dismissed.
19 "	Morris, Clifford	Junior clerk	£193 per annum	Resigned.
19 "	Francis, Harry L.	Adult shunter	15/2 per day	Resigned.
19 "	Riach, Percy W.	Night officer	£268 per annum	Resigned.
21 "	Morton, Florence M.	Gatekeeper	22/8 per week	Resigned.
21 "	Heins, Kathleen	Gatekeeper	4/8 per week and quarters.	Resigned.
22 "	Lansdown, Robert H.	Stationmaster	£338 per annum and quarters.	Retired.
23 "	Trimmer, Samuel	Porter	14/2 per day	Resigned.
23 "	Scarborough, William	Junior porter	10/3 per day	Dismissed.
23 "	Hill, Albert H.	Gatekeeper	13/8 per day	Retired.
24 "	Maynard, Francis R.	Night officer	£268 per annum	Resigned.
25 "	Webster, Leslie A.	Porter	13/8 per day	Discharged.
25 "	Evans, William T.	Porter	14/2 per day	Deceased.
27 "	Stevens, Horace E.	Junior porter	4/9 per day	Dismissed.
27 "	Went, Harold L.	Junior porter	4/9 per day	Dismissed.
28 "	O'Keefe, Francis L.	Clerk	£388 per annum	Retired.
28 "	Badcock, Ernest K.	Junior porter	4/9 per day	Discharged.
28 "	Moriarty, Hugh C.	Porter	14/2 per day	Resigned.
29 "	Dibley, Charles	Porter	13/8 per day	Resigned.
1 Mar.	Meade, Martha	Gatekeeper	14/11 per week	Resigned.
1 "	McDonald, Michael J.	Junior porter	10/3 per day	Resigned.
3 "	Clarke, Edward D.	Signalman	15/2 per day	Resigned.
3 "	Bowyer, Albert C.	Porter	13/8 per day	Dismissed.
4 "	Beane, Ernest	Stationmaster	£338 per annum and quarters.	Retired.
4 "	Munro, Norman A.	Porter	14/8 per day	Resigned.
4 "	Snell, Frederick P.	Adult shunter	15/2 per day	Resigned.
4 "	McIntosh, Thomas	Signalman	16/2 per day	Resigned.
5 "	Evans, Florie E.	Gatekeeper	4/8 per week and quarters.	Resigned.
6 "	Blanchfield, Frank J.	Ticket collector	15/2 per day	Resigned.
6 "	Jurd, Raymond C.	Junior porter	8/6 per day	Resigned.
6 "	Rowe, Annie C.	Gatekeeper	4/8 per week and quarters.	Retired.
6 "	Fitzpatrick, Austin	Gatekeeper	14/2 per day	Retired.
7 "	Thornton, John R.	Porter	14/8 per day	Resigned.
7 "	Boulton, Clifford P.	Junior porter	8/6 per day	Resigned.
7 "	Howard, Edward	Porter	14/8 per day	Retired.
8 "	Scouller, Ninian C.	Signalman	16/2 per day	Resigned.
8 "	Wilson, Eva M.	Office cleaner	10/- per week	Resigned.
10 "	Lonie, Peter M.	Junior porter	5/11 per day	Resigned.
10 "	Vicquerat, Reginald L.	Porter	14/2 per day	Resigned.
11 "	Hicks, Pearl M.	Gatekeeper	14/11 per week	Resigned.
11 "	Larkham, Amelia S.	Gatekeeper	4/8 per week and quarters.	Resigned.
11 "	Walsh, William	Porter	14/2 per day	Retired.
13 "	Hennessey, Maudaunt V.	Porter	13/8 per day	Resigned.
13 "	Johnston, Keith	Junior porter	5/11 per day	Dismissed.
13 "	O'Meara, Michael J.	Goods guard	17/2 per day	Dismissed.
15 "	Ridge, Leopold	Junior clerk	£78 per annum	Resigned.
17 "	Nugent, Kathleen	Gatekeeper	4/8 per week and quarters.	Resigned.
18 "	Priest, Cyril R.	Junior porter	5/11 per day	Discharged.
19 "	Smith, Cecil W.	Porter	14/2 per day	Resigned.
19 "	Hartigan, Andrew	Gatekeeper	13/8 per day	Retired.
20 "	Woolsey, Frederick A.	Junior porter	8/6 per day	Resigned.
20 "	Fleming, Thomas J.	Goods guard	16/8 per day	Dismissed.
22 "	Cashell, Clyde B.	Junior porter	7/4 per day	Dismissed.
22 "	Bentley, Thomas C.	Junior porter	7/4 per day	Dismissed.
22 "	Cuife, John P.	Junior porter	7/4 per day	Resigned.
23 "	Woods, Ernest	Stationmaster	£298 and £50 rent per annum.	Retired.
25 "	Roberts, Edwin D.	Junior porter	8/6 per day	Resigned.
25 "	Pitkin, Herbert C.	Senior shunter	17/8 per day	Resigned.
27 "	McLeod, Thomas R.	Junior porter	7/4 per day	Resigned.
27 "	Potter, Cyril H.	Porter	14/2 per day	Resigned.
27 "	Scott, Henry S.	Junior porter	8/6 per day	Resigned.
1924. SIGNALLING BRANCH.				
5 Feb.	Marks, Thomas E.	Draftsman	£323 per annum	Resigned.
14 "	Kerr, David	Assistant sectionman	1/10 per hour	Resigned.
16 "	Fry, William H.	Signal ganger	2/4 per hour	Deceased.
1924. ELECTRICAL BRANCH, RAILWAYS.				
16 Jan.	Hardy, Edward J.	Junior labourer	-/8½ per hour	Discharged.
18 "	Corrie, Thomas	Junior labourer	-/8½ per hour	Resigned.
8 Feb.	Redshaw, Samuel	Chief Telegraph Inspector	£568 per annum	Retired.
10 "	Kershaw, Wallace	Electrical fitters' apprentice.	1/4½ per hour	Discharged.
10 "	Peck, Arthur A.	Probationer	-/6½ per hour	Resigned.
22 "	Royal, Alexander	Fitter	2/3 per hour	Resigned.
1924. STOKES BRANCH, RAILWAYS.				
2 Jan.	Fitzgerald, Horace	Clerk	£348 per annum	Resigned.
9 Feb.	Coleman, William J.	Out-door labourer	1/9½ per hour	Resigned.



Date.	Name.	Position.	Rate.	Remarks.
1923.	TRAFFIC BRANCH, TRAMWAYS.			
26 Nov.	McEvoy, Francis M.	Sandman	1/8½ per hour	Retired.
6 Dec.	Nielsen, Frederick N.	Conductor	1/11½ per hour	Dismissed.
12 "	Blyth, Frederick F.	Conductor	1/11½ per hour	Dismissed.
1924.				
3 Jan.	Greacen, Lewis C.	Conductor	1/11½ per hour	Resigned.
4 "	Bowman, Walter R.	Conductor	1/11½ per hour	Resigned.
8 "	Smith, Walter T.	Conductor	1/11½ per hour	Resigned.
12 "	Pass, William S.	Electric driver	2/1½ per hour	Deceased.
13 "	White, George	Electric driver	2/1½ per hour	Retired.
16 "	McShane, Henry	Conductor	1/11½ per hour	Dismissed.
17 "	Ridey, Stuart D.	Conductor	1/11½ per hour	Dismissed.
23 "	Canney, John M.	Conductor	2/0½ per hour	Resigned.
24 "	Bryant, Oswald	Clerk	£278 per annum	Resigned.
26 "	Sturch, Frederick	Starter	101/- per week	Resigned.
28 "	O'Flaherty, Edmond	Conductor	1/11½ per hour	Resigned.
29 "	Ryan, Francis V.	Conductor	1/11½ per hour	Resigned.
30 "	Sandilands, William J.	Conductor	2/0½ per week	Resigned.
31 "	Bould, William	Conductor	1/11½ per hour	Dismissed.
5 Feb.	Whellum, John J.	Fettler	1/11½ per hour	Retired.
8 "	Woodrow, Harry	Conductor	1/11½ per hour	Retired.
10 "	Stanton, William C.	Starter	99/- per week	Deceased.
14 "	Maddock, John T.	Conductor	1/11½ per hour	Dismissed.
14 "	Appleroth, Adolphus	Electric driver	2/0½ per hour	Resigned.
14 "	Johnson, Albert E.	Electric driver	2/0½ per hour	Resigned.
20 "	Systrom, Charles R.	Conductor	1/11½ per hour	Resigned.
22 "	Potter, Frank E.	Conductor	1/11½ per hour	Retired.
4 Mar.	Bell, Thomas W.	Conductor	2/- per hour	Resigned.
8 "	Cunningham, William	Signalman	2/0½ per hour	Retired.
9 "	Evans, Ernest V.	Conductor	1/11½ per hour	Resigned.
9 "	Wilmott, William	Conductor	1/11½ per hour	Dismissed.
10 "	Lane, Arthur E.	Conductor	1/11½ per hour	Retired.
14 "	Walker, Robert R.	Conductor	1/11½ per hour	Resigned.
21 "	Sergeant, Walter	Fireman	2/2½ per hour	Deceased.
1923.	ELECTRICAL BRANCH, TRAMWAYS.			
27 Dec.	Taylor, Samuel	Pitman's assistant	1/10 per hour	Resigned.
1924.				
5 Jan.	Stubbs, Kenneth	Cleaner	-/11½ per hour	Resigned.
5 "	Head, Reginald	Cleaner	-/9½ per hour	Dismissed.
5 "	Bartlem, Herbert	Fitters' labourer	1/10½ per hour	Resigned.
8 "	Miller, Selby T.	Cleaner	-/11½ per hour	Resigned.
11 "	McMillan, Robert	Cleaner	-/9½ per hour	Dismissed.
11 "	Wakeman, William H.	Cleaner	-/11½ per hour	Discharged.
12 "	Sherlock, Harold A.	Turners' apprentice	1/4 per hour	Discharged.
14 "	Simpson, Peter G.	Pitman	2/0½ per hour	Resigned.
17 "	Wiseman, James R.	Cleaner	1/1½ per hour	Discharged.
17 "	Lynch, George W.	Cleaner	-/11½ per hour	Resigned.
17 "	Marshall, Alfred G.	Cleaner	-/11½ per hour	Resigned.
18 "	Johnstone, Norman	Electrical mechanics' apprentice.	1/4½ per hour	Discharged.
22 "	McDonald, Victor H.	Cleaner	1/1½ per hour	Resigned.
22 "	Carter, Herbert G.	Assistant engineer	£650 per annum	Resigned.
29 "	Wilson, Edwin G.	Cleaner	-/11½ per hour	Discharged.
31 "	Foster, Joseph R.	Cleaner	-/11½ per hour	Dismissed.
6 Feb.	Duthfield, Victor G.	Cleaner	-/11½ per hour	Discharged.
15 "	Bragg, George H.	Cleaner	-/9½ per hour	Resigned.
15 "	Woodward, Reginald W.	Shop boy	1/2½ per hour	Resigned.
18 "	Callan, Henry R.	Leading cleaner	1/10½ per hour	Resigned.
20 "	Such, Ernest W.	Sub-station junior	1/2½ per hour	Resigned.
22 "	Ible, William T.	Cleaner	1/3½ per hour	Resigned.
22 "	Scott, Roy	Cleaner	-/11½ per hour	Resigned.
23 "	Moss, John J.	Cleaner	-/9½ per hour	Discharged.
25 Mar.	Mowle, Arthur	Draftsman	£308 per annum	Resigned.
1922.	PERMANENT WAY BRANCH, TRAMWAYS.			
9 Oct.	Dwyer, James	Labourer	1/8½ per hour	Discharged.
9 "	Hackett, William D.	Labourer	1/8½ per hour	Discharged.
1923.				
8 Sep.	Bennett, Frederick	Fettler	1/8½ per hour	Resigned.
1924.				
1 Jan.	Giles, Henry	Fettler	1/9½ per hour	Retired.
5 "	Harvey, Andrew	Fettler	1/9½ per hour	Resigned.
11 "	Long, William J.	Labourer	1/9½ per hour	Discharged.
21 "	Buckley, John	Labourer	1/9½ per hour	Retired.
24 "	Lewis, Francis	Labourer	1/9½ per hour	Dismissed.
24 "	Gallagher, Austin B.	Labourer	1/9½ per hour	Resigned.
26 "	Walsh, Francis	Fettler	1/9½ per hour	Deceased.
28 "	Batger, Joseph	Labourer	1/9½ per hour	Discharged.
18 Feb.	Darcy, Jack A.	Labourer	1/9½ per hour	Resigned.
18 Mar.	Hambly, William	Fettler	1/9½ per hour	Retired.
20 "	Newton, William J.	Fettler	1/9½ per hour	Deceased.

1924.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAYS AND TRAMWAYS.

REPORT OF THE COMMISSIONERS FOR THE QUARTER  
ENDED 30TH JUNE, 1924.*Printed under No. 9 Report from Printing Committee, 11 September, 1924.*Office of the Railway Commissioners for New South Wales,  
Sydney, 2nd September, 1924.

TO THE HONORABLE THE MINISTER FOR RAILWAYS,—

Sir,

In accordance with the provisions of Section 39 of the Government Railways Act, 1912, as amended by the Government Railways (Amendment) Act, 1916, and as subsequently amended, we have the honor to submit, for the information of Parliament, our Report for the quarter ended 30th June, 1924, upon the subjects specified, viz.:—

## I.—STATE OF THE TRAFFIC.

RAILWAYS.				Quarter ended 30th June, 1924.	Quarter ended 30th June, 1923.	Increase	Decrease.
Miles open	...	...	...	5,522 <sup>3</sup> / <sub>4</sub>	5,317 <sup>3</sup> / <sub>4</sub>	205	
	1924.	1923.					
Revenue {	Passenger £1,915,236	£1,788,374		£3,675,363	£3,646,801	£28,562	
	Merchandise £1,760,127	£1,858,427					
Expenditure	...	...	...	£2,653,178	£2,386,558	£266,620	
Train miles run	...	...	...	5,772,287	5,526,218	246,069	
Earnings per train mile	...	...	...	12s. 8 <sup>3</sup> / <sub>4</sub> d.	13s. 2 <sup>1</sup> / <sub>2</sub> d.		5 <sup>1</sup> / <sub>4</sub> d.
Expenditure per train mile	...	...	...	9s. 2 <sup>1</sup> / <sub>4</sub> d.	8s. 7 <sup>3</sup> / <sub>4</sub> d.	6 <sup>1</sup> / <sub>2</sub> d.	
Percentage—Expenditure to earnings	...	...	...	72.19	65.44	6.75	
Number of passengers	...	...	...	32,636,049	31,161,499	1,474,550	
Tonnage of goods traffic	...	...	...	1,185,653	1,160,833	24,820	
Tonnage of coal and coke	...	...	...	2,049,790	1,504,608	545,182	
Tonnage of other minerals	...	...	...	379,563	352,266	27,297	
Tonnage of live stock traffic	...	...	...	147,264	195,983		48,719

TRAMWAYS.				Quarter ended 30th June, 1924.	Quarter ended 30th June, 1923.	Increase.	Decrease.
Miles open	...	...	...	227 <sup>1</sup> / <sub>2</sub>	225	2 <sup>1</sup> / <sub>2</sub>	
Revenue	...	...	...	£916,136	£880,990	£35,146	
Expenditure	...	...	...	£827,517	£821,822	£5,695	
Tram miles run	...	...	...	8,242,699	7,581,680	661,019	
Earnings per tram mile	...	...	...	2s. 2 <sup>3</sup> / <sub>4</sub> d.	2s. 4d.		1 <sup>1</sup> / <sub>4</sub> d.
Expenditure per tram mile	...	...	...	2s. 0d.	2s. 2d.		2d.
Percentage—Expenditure to earnings	...	...	...	90.33	93.28		2.95
Number of passengers carried	...	...	...	86,065,986	82,646,160	3,419,826	



## RAILWAYS.

## II.—GENERAL CONDITION OF THE LINES AND ACCOMMODATION FOR THE TRAFFIC.

The permanent way, bridges, buildings, wharves and fences have been efficiently maintained during the quarter.

Good progress has been made with the work of relaying, resleepering and reballasting the lines.

Quadruplication work between Rockdale and Hurstville is progressing, the earthworks between Carlton and Kogarah being about three-fourths completed. The excavation work for the overbridge at Mount Pleasant crossing, between Thirroul and Wollongong, has been finished and the abutments and wing walls are well in hand. Between Wollongong and Kiama the bridge over the Minnamurra River has been completed.

Duplication work has continued between Lidcombe and Regent's Park. The existing track has been lifted to the new grading, the steel underbridges at Bridge-road and Kerr's-road have been finished, and the underbridge at Vaughan-street is approaching completion.

The first stage of the work of quadruplication between Flemington and Lidcombe has been finished and was opened to traffic on the 16th June last.

The following duplications and deviations have been completed during the quarter :—

Suburban Line.	Date opened.	mls.	chns.
Flemington to Lidcombe Goods Junction...	16th June	1	23½

Quadruplication.

Work in connection with the quadruplication and electrification of the railway line between Sydney and National Park has made further progress. The excavation for retaining walls and underpinning for the new eastern platform at Redfern is in hand. Practically all masts have been erected for the trial section from Sydenham to Rockdale. The erection of the new electric car sheds at Mortdale and Punchbowl is proceeding satisfactorily.

Good progress has been made with the developmental work at the departmental coal-mine at Lithgow. Concreting of the downcast shaft has been completed and the underground grading and arching on the north side is now in hand. The auxiliary fan in the upcast shaft has been installed and is giving good results. The additional temporary screen installed on the surface to ensure more efficient cleaning of the coal is now in operation. The installation of the remaining surface equipment is proceeding satisfactorily.

Construction work in connection with the train ferry over the Clarence River is well in hand, and progress has kept pace with the delivery of material. The alterations to the s.s. "Swallow" to be used as a ferry, will probably be completed in a few weeks' time.

The rearrangements at the new Milson's Point station in connection with the Sydney Harbour Bridge were completed and the station brought into use on the 28th July last.

The construction of the new locomotive workshops, signal engineer's depot, and electric carriage shops at Chullora, are making progress, and the erection of a new carriage shed at the eastern side of Sydney yard is now in hand.

Other works to provide additional accommodation for the traffic have proceeded during the quarter.

## CITY AND SUBURBAN ELECTRIC RAILWAY.

Construction work on that short section of this railway which has been authorized has proceeded during the quarter.

Good progress has been made with the construction of a bridge over Campbell-street.

The Darling Harbour reclamation scheme has been pushed forward, and the driving of the tunnel for a new and enlarged circulating water intake for Ultimo Power-house is well in hand.

The driving of the twin tunnels under Liverpool-street towards Goulburn-street, has continued satisfactorily, a length of 350 feet having been completely lined with concrete. Beyond the finished tunnels the brick side and centre walls have proceeded to within about 1 chain of the starting point of the special steel flat top construction to be carried forward towards Goulburn-street.

The whole of the side walls and the main arch have been completed at the Liverpool-street station, and the entrance and exit subways on the eastern side concreted as far as the concourse platform at each end. The exit subways on the north-western side are nearing completion.

The driving and lining of the tunnels for the Up and Down City east roads, extending from Liverpool-street to St. James' station, is now practically finished.

The concreting work on the main side-walls of the St. James' station has made good progress, and the work of concreting the footings for the piers in the centre and on the platforms is well in hand.

Work has continued on the driving of the three tunnels from St. James' station under Macquarie street, and the two main tunnels have now reached a point opposite the Sydney Hospital. The special construction of the Up City east and Eastern Suburbs road has been completed and the concrete arch constructed. Excavation work is now proceeding at the cross-over from the Up to the Down City east roads. The concreting of the tunnels is proceeding concurrently with the driving.

The twin tunnel under Park-street for the Eastern Suburbs railway has been completed on the southern side, and the work is proceeding rapidly on the northern side.

RAILWAY

## RAILWAY CONSTRUCTION.

The construction of new lines of railway has been proceeded with as follows :—

	Mls.	Chs.
Glenreagh to Dorrigo ... ..	42	76
Regent's Park to Cabramatta ... ..	5	54
Regent's Park to Enfield Marshalling Yards ... ..	3	18
Sydenham to Botany ... ..	5	16
Molong to Dubbo ... ..	80	12
The Rock to Pulletop ... ..	26	10
Roslyn to Taralga ... ..	15	66
Richmond to Kurrajong ... ..	7	0
Castle Hill to Rogan's Hill ... ..	0	77
Trida to Menindee ... ..	156	1

On the section from Glenreagh to Dorrigo platelaying has been completed for a distance of 36 miles 76 chains and the line fully ballasted for a distance of  $33\frac{1}{4}$  miles. The bridge over Deep creek has not yet been finished, but everything is in readiness to place the steelwork in position.

Work on the Regent's Park to Cabramatta line and Regent's Park to Enfield marshalling yards has been practically completed; goods traffic is now being conveyed from Cabramatta to Enfield marshalling yards.

Progress in connection with the erection of the steel bridges on the Sydenham to Botany section has advanced sufficiently as to permit of the resumption of the earthworks, which work is now being undertaken.

On the line from Molong to Dubbo platelaying has been completed for a distance of 77 miles, and ballasting work is making good progress. Station buildings at Cumnock are in course of erection.

Only moderate progress is being made with the sections from The Rock to Pulletop and Roslyn to Taralga. The earthworks are in hand, but platelaying has not yet been commenced.

Between Richmond and Kurrajong work has proceeded on the earthworks and waterways, satisfactory progress having been made.

The earthworks on the Castle Hill to Rogan's Hill section are sufficiently advanced to permit of plate-laying being shortly taken in hand.

The reconditioning of the earthworks on the Trida to Menindee line is well forward and platelaying has recently been commenced.

## III.—SPECIAL RATES AND FARES.

A statement of the special rates and fares, and the reasons for making the same, will be found attached as an Appendix (No. 1), page 5.

## IV. STAFF.

These returns are given as an Appendix (No. 2), pages 6 to 14.

## GENERAL REMARKS.

The earnings for the quarter show an increase of £28,562 and the expenditure an increase of £266,620 as compared with the corresponding quarter of the previous year. This latter increase is due principally to heavier renewal charges and the increase in the basic wage.

Coaching traffic shows an increase of £126,862, made up of increases in first-class passengers, £14,318; second-class passengers, £69,572; and miscellaneous, £42,972.

The earnings from goods traffic show a decrease of £98,300, made up as follows :—decreases, hay, straw and chaff, £43,349; live stock, £158,874; miscellaneous, £288. Increases, general merchandise, £14,567; grain, flour, &c., £50,895; wool, £1,691; coal and coke, £36,857; and minerals, other than coal and coke, £201.

The tonnage carried for the quarter shows an increase of 548,580 tons, of which the details are : grain, flour, &c., increase 79,756 tons; wool, increase 416 tons; coal and coke, increase 545,182 tons; minerals, other than coal and coke, increase 27,297 tons; general merchandise, decrease 3,616 tons; hay, straw and chaff, decrease 51,736 tons; live stock, decrease 48,719 tons.

The train mileage for the quarter shows an increase of 246,069 miles, and the number of passengers carried an increase of 1,474,550 over the corresponding quarter of last year.

## TRAMWAYS



## TRAMWAYS.

The tramway earnings for the quarter show an increase of £35,146 and the expenditure an increase of £5,695 over the previous year's quarter. The increased expenditure is due to an increase in the basic wage.

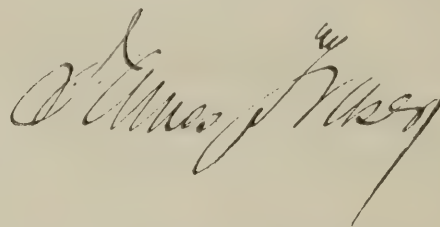
The tramway mileage for the quarter increased by 661,019 miles and the number of passengers carried by 3,419,826.

The tonnage of goods, the property of the Crown, carried over the tramways during the quarter was 380 tons; the revenue derived from the carriage of such goods amounted to £128, and the cost of carriage to £105.

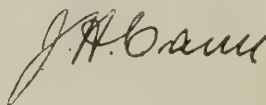
We have the honor to be,

Sir,

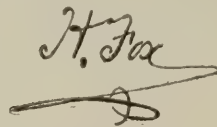
Your most obedient servants,



Chief Railway Commissioner.



Assistant Railway Commissioner.



Assistant Railway Commissioner.

APPENDIX I.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

STATEMENT of Special Rates and Fares approved during the Quarter ended 30th June, 1924.

Traffic.	Particulars and Rate.	Reason for Rate.
Children under 16 years of age travelling from their homes to the Junior Red Cross Home for Children at Leura.	One-third of ordinary single fare.....	} To equalise rates and encourage traffic.
Visitors to celebration of Diploma Day at Hawkesbury Agricultural College, Richmond.	Single fare plus one-third.....	
Dead fresh poultry from freezing works, Mudgee to Sydney.	Bulk weight to be charged for .....	
Clothing consigned to "Save the Children Fund," Sydney, at owner's risk.	One-quarter parcels rates .....	
Old literature consigned by the Methodist Home Mission Secretary to Moree.	One-quarter parcels rates .....	
Bagging used for caulking trucks containing gypsum from Trida to Clyde.	To be returned free to Trida on declaration that the bagging will be used solely for the purpose shown.	
Shunting traffic in and out of stock siding at Riverstone.	1s. 2d. per truck maximum 5s. 10d., for every 15 minutes or part thereof.	
Coal—Pymont to Fresh Food and Ice Company's Siding.	11s. 8d. per four-wheeled truck per day or part thereof.	

APPENDIX II



## APPENDIX II.

## NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Section 39 of the Government Railways Act, 1912, as amended by the Government Railways (Amendment) Act, 1916, showing the Appointments and Removals of Employees for the quarter ended 30th June, 1924.

## APPOINTMENTS.

Date.	Name.	Position.	Rate.	Date.	Name.	Position.	Rate.
1924. CHIEF ACCOUNTANT'S BRANCH.				1924. LOCOMOTIVE BRANCH—continued.			
14 May	Rice, Thomas	Junior clerk	£78 per annum.	1 Mar.	Ellis, Sidney	Cleaner	1/9d per hour.
1924. TRAFFIC AUDITOR'S BRANCH.				1 "	Robinson, Frederick H.	Cleaner	1/9d per hour.
31 Mar.	Middleton, Osman	Junior clerk	£78 per annum.	1 "	Coudston, Thomas W. G.	Cleaner	1/9d per hour.
3 Apr.	Maloney, Harry	Junior clerk	£78 per annum.	1 "	West, Thomas W.	Cleaner	1/9d per hour.
16 June	Gillman, John P.	Junior clerk	£131 per annum.	1 "	Dawes, John	Cleaner	1/9d per hour.
16 "	Bieman, William	Junior clerk	£106 per annum.	1 "	Morgan, Alfred	Cleaner	1/9d per hour.
16 "	Moffatt, Edward	Cleaner	£78 per annum.	1 "	Gainsford, Thomas	Cleaner	1/9d per hour.
16 "	Cogan, John A.	Junior clerk	£106 per annum.	1 "	O'Rourke, Milton	Cleaner	1/9d per hour.
16 "	Dempsey, Lawrence	Junior clerk	£78 per annum.	1 "	Reynolds, Clifford	Cleaner	1/9d per hour.
16 "	Beggs, Jack	Junior clerk	£78 per annum.	1 "	Sharpe, John McK.	Cleaner	1/9d per hour.
16 "	Foley, Gerald	Junior clerk	£78 per annum.	1 "	Dunne, Harold	Cleaner	1/9d per hour.
16 "	Linegar, Edward	Junior clerk	£78 per annum.	1 "	Dodds, Alister	Cleaner	1/9d per hour.
1923. LOCOMOTIVE BRANCH.				1 "	Weatherstone, Herbert	Cleaner	1/9d per hour.
26 Nov.	Callinan, Peter	Fitters' labourer	1/10d per hour.	1 "	Scott, Thomas J.	Cleaner	1/9d per hour.
21 Jan.	Saggus, Laurie	Firelighter	1/10d per hour.	1 "	Morgan, Ernest	Cleaner	1/9d per hour.
19 Feb.	Sponberg, Albert	Shop boy	-/6d per hour.	1 "	Hodge, William	Cleaner	1/9d per hour.
19 "	Slater, William H.	Cleaner	1/9d per hour.	1 "	Roberts, William	Cleaner	1/9d per hour.
19 "	Williams, Ingle	Cleaner	1/9d per hour.	1 "	Achurch, Clarence	Cleaner	1/9d per hour.
20 "	Robson, Wallace	Fitter	2/3d per hour.	1 "	Dickson, Joseph H.	Cleaner	1/9d per hour.
20 "	Walters, Leslie	Fitter	2/3d per hour.	1 "	Mullally, William F.	Cleaner	1/9d per hour.
21 "	Coulter, William J.	Fitter	2/4d per hour.	1 "	McKay, Godfrey	Cleaner	1/9d per hour.
1 Mar.	Knight, Stanley	Cleaner	1/9d per hour.	1 "	Gordon, Walter R.	Cleaner	1/9d per hour.
1 "	Watkinson, Thomas	Cleaner	1/9d per hour.	1 "	Osborne, Charles	Cleaner	1/9d per hour.
1 "	Campbell, Colin	Cleaner	1/9d per hour.	1 "	Sutherland, Robert	Cleaner	1/9d per hour.
1 "	Johns, Herbert	Cleaner	1/9d per hour.	1 "	Morris, Thomas	Cleaner	1/9d per hour.
1 "	Murray, Patrick	Driller	1/11d per hour.	1 "	Moody, Lindsay	Cleaner	1/9d per hour.
1 "	Leis, Bernard	Cleaner	1/9d per hour.	1 "	Cormack, William	Cleaner	1/9d per hour.
1 "	Edwards, Alfred	Cleaner	1/9d per hour.	1 "	Cunningham, Clyde	Cleaner	1/9d per hour.
1 "	Bain, Norman	Cleaner	1/9d per hour.	1 "	Douglas, Robert	Cleaner	1/9d per hour.
1 "	Haywood, John	Cleaner	1/9d per hour.	1 "	Friend, Reginald	Cleaner	1/9d per hour.
1 "	Bradley, Ernest	Cleaner	1/9d per hour.	1 "	Whalan, Arthur	Cleaner	1/9d per hour.
1 "	Pearce, Leslie	Cleaner	1/9d per hour.	1 "	Rhall, William	Cleaner	1/9d per hour.
1 "	Boss, Reginald J.	Cleaner	1/9d per hour.	1 "	Adamson, John	Cleaner	1/9d per hour.
1 "	Blake, Clarence	Cleaner	1/9d per hour.	1 "	Eastick, Claude	Cleaner	1/9d per hour.
1 "	Beer, Arthur C.	Cleaner	1/9d per hour.	1 "	Rispen, Baden	Cleaner	1/9d per hour.
1 "	Fuller, Richard W.	Cleaner	1/9d per hour.	1 "	Finimore, George	Cleaner	1/9d per hour.
1 "	Molyneux, John J.	Cleaner	1/9d per hour.	1 "	Holden, Hector	Cleaner	1/9d per hour.
1 "	Ings, George L.	Cleaner	1/9d per hour.	1 "	Funnell, John	Cleaner	1/9d per hour.
1 "	Mitchell, Henry G.	Cleaner	1/9d per hour.	1 "	Dunn, Robert	Cleaner	1/9d per hour.
1 "	Bishop, Stanton R.	Cleaner	1/9d per hour.	1 "	Barnes, Ernest	Cleaner	1/9d per hour.
1 "	Hickey, Thomas	Cleaner	1/9d per hour.	1 "	Staunton, Leslie	Cleaner	1/9d per hour.
1 "	Logue, William J.	Cleaner	1/9d per hour.	1 "	Clark, Bruce	Cleaner	1/9d per hour.
1 "	Harmon, Percy	Cleaner	1/9d per hour.	1 "	Littlejohn, Alfred	Cleaner	1/9d per hour.
1 "	Copson, William P.	Cleaner	1/9d per hour.	1 "	Jeffkins, Frank	Cleaner	1/9d per hour.
1 "	English, James C.	Cleaner	1/9d per hour.	1 "	Collard, Clarence	Cleaner	1/9d per hour.
1 "	Stinson, James E.	Cleaner	1/9d per hour.	1 "	Cridland, Martin	Cleaner	1/9d per hour.
1 "	Northey, Raymond	Cleaner	1/9d per hour.	1 "	Johnston, George	Cleaner	1/9d per hour.
1 "	Black, Leslie	Cleaner	1/9d per hour.	1 "	Thomas, George	Cleaner	1/9d per hour.
1 "	Preston, Basil	Cleaner	1/9d per hour.	1 "	Gould, George	Cleaner	1/9d per hour.
1 "	Thomas, Lionel C.	Cleaner	1/9d per hour.	1 "	Wells, Herbert	Cleaner	1/9d per hour.
1 "	Owens, Edward W.	Cleaner	1/9d per hour.	1 "	Griffin, Walter	Cleaner	1/9d per hour.
1 "	Gascoigne, Hilton	Cleaner	1/9d per hour.	1 "	Davis, Robert	Cleaner	1/9d per hour.
1 "	Pryer, Herbert	Cleaner	1/9d per hour.	1 "	O'Rourke, John	Cleaner	1/9d per hour.
1 "	Le Breton, Francis	Cleaner	1/9d per hour.	1 "	Jarvis, George	Cleaner	1/9d per hour.
1 "	Hooper, William	Cleaner	1/9d per hour.	1 "	Buckley, William	Cleaner	1/9d per hour.
1 "	Parker, Harold	Cleaner	1/9d per hour.	1 "	Friend, Reginald	Cleaner	1/9d per hour.
1 "	Smith, William D.	Cleaner	1/9d per hour.	1 "	Graham, William	Cleaner	1/9d per hour.
1 "	Rawle, Harold	Cleaner	1/9d per hour.	1 "	McKinney, Stanley	Cleaner	1/9d per hour.
1 "	O'Driscoll, Cornelius	Cleaner	1/9d per hour.	1 "	Linnane, Royalstone	Cleaner	1/9d per hour.
1 "	Dunbier, Ernest	Cleaner	1/9d per hour.	1 "	Fahy, Thomas	Cleaner	1/9d per hour.
1 "	Shirley, William	Cleaner	1/9d per hour.	1 "	Brady, Terence	Cleaner	1/9d per hour.
1 "	Moore, Walter E.	Cleaner	1/9d per hour.	1 "	Pounsbury, William G.	Cleaner	1/9d per hour.
1 "	Quinn, Bertie N.	Cleaner	1/9d per hour.	1 "	Prideaux, John H.	Cleaner	1/9d per hour.
1 "	McCarthy, Harold	Cleaner	1/9d per hour.	1 "	Powell, Harold	Cleaner	1/9d per hour.
1 "	Bailey, Arthur L.	Cleaner	1/9d per hour.	1 "	Cavanagh, Richard	Cleaner	1/9d per hour.
1 "	Sims, Arnold W.	Cleaner	1/9d per hour.	1 "	McLennon, Harold	Cleaner	1/9d per hour.
1 "	Nolan, Sylvester	Cleaner	1/9d per hour.	1 "	McLennon, Roderick	Cleaner	1/9d per hour.
1 "	Clark, Thomas H.	Cleaner	1/9d per hour.	1 "	Watson, Whyllie	Cleaner	1/9d per hour.
1 "	Blizzard, Henry R.	Cleaner	1/9d per hour.	1 "	Taylor, Nathaniel	Cleaner	1/9d per hour.
1 "	Collins, Leslie J.	Cleaner	1/9d per hour.	1 "	Geeves, Herbert	Cleaner	1/9d per hour.
1 "	Pennay, John W.	Cleaner	1/9d per hour.	1 "	Stagg, John	Cleaner	1/9d per hour.
1 "	Feld, George T.	Cleaner	1/9d per hour.	1 "	Smith, Reginald J.	Cleaner	1/9d per hour.
1 "	Ross, Victor J.	Cleaner	1/9d per hour.	1 "	Stuart, William	Cleaner	1/9d per hour.
1 "	Hair, Herbert H.	Cleaner	1/9d per hour.	1 "	Burt, William	Cleaner	1/9d per hour.
1 "	Ives, Francis J.	Cleaner	1/9d per hour.	1 "	Forge, Frederick	Cleaner	1/9d per hour.
1 "	Ives, Clement A.	Cleaner	1/9d per hour.	1 "	Green, Russell	Cleaner	1/9d per hour.
1 "	Miller, George	Cleaner	1/9d per hour.	1 "	O'Rourke, Cecil	Cleaner	1/9d per hour.
1 "	Gleeson, John R.	Cleaner	1/9d per hour.	1 "	Hughes, John	Cleaner	1/9d per hour.
1 "	Gibson, Arthur E.	Cleaner	1/9d per hour.	1 "	Metcalf, James	Cleaner	1/9d per hour.
1 "	McGrath, Bede D.	Cleaner	1/9d per hour.	1 "	Costello, William A. K.	Cleaner	1/9d per hour.
1 "	Eurell, Charles	Cleaner	1/9d per hour.	1 "	West, Thomas	Cleaner	1/9d per hour.
1 "	Cooper, Charles	Cleaner	1/9d per hour.	1 "	Marland, Arthur	Cleaner	1/9d per hour.
1 "	Hoare, Bertram	Cleaner	1/9d per hour.	1 "	Dennis, Ernest	Cleaner	1/9d per hour.
1 "	Moore, Frederick	Cleaner	1/9d per hour.	1 "	Bailey, George	Cleaner	1/9d per hour.
1 "	Eldridge, Frederick	Cleaner	1/9d per hour.	1 "	O'Brien, Patrick	Cleaner	1/9d per hour.
1 "	Cash, Frederick	Cleaner	1/9d per hour.	1 "	Thompson, Arthur	Cleaner	1/9d per hour.
1 "	Weber, William	Cleaner	1/9d per hour.	1 "	Danvers, Archie	Cleaner	1/9d per hour.
1 "	Fitch, James	Cleaner	1/9d per hour.	1 "	Dunne, Harold	Cleaner	1/9d per hour.
1 "	Kelsey, Trevor	Cleaner	1/9d per hour.	1 "	Rolph, George	Cleaner	1/9d per hour.
1 "	Reilly, Garnett	Cleaner	1/9d per hour.	1 "	Price, Ernest	Cleaner	1/9d per hour.
1 "	McCann, Cecil	Cleaner	1/9d per hour.	1 "	Macey, Cecil	Cleaner	1/9d per hour.
1 "	Baker, John F.	Cleaner	1/9d per hour.	1 "	Hennessey, Vincent	Cleaner	1/9d per hour.
1 "	Jacobs, Cecil	Cleaner	1/9d per hour.	1 "	Dreyer, Ernest	Cleaner	1/9d per hour.
1 "	Howard, Charles	Cleaner	1/9d per hour.	1 "	Gaylard, Thomas	Cleaner	1/9d per hour.
1 "	Potts, Harold	Cleaner	1/9d per hour.	1 "	Ryan, Edward	Cleaner	1/9d per hour.
1 "	Brown, Francis	Cleaner	1/9d per hour.	1 "	Herbert, William S.	Cleaner	1/9d per hour.
1 "	Denham, Morris	Cleaner	1/9d per hour.	1 "	Berryman, Roland	Cleaner	1/9d per hour.
1 "	Pleming, John	Cleaner	1/9d per hour.	1 "	Crampton, Frederick	Labourer	1/8d per hour.
1 "	Pascoe, Stanley	Cleaner	1/9d per hour.	3 "	Horne, Harry	Fitter	2/4d per hour.
				3 "	Wynn, Bernard	Turner	2/3d per hour.
				3 "	McCart, Mervyn	Boilermaker	2/3d per hour.
				3 "	Jones, Herbert	Boilermaker	2/3d per hour.
				3 "	Hayes, John	Fitter	2/4d per hour.



Date.	Name.	Position.	Rates.
1924.	LOCOMOTIVE BRANCH, RAILWAYS—continued.		
19 Mar.	Holmes, Alfred E.	Fuelman	1 10 per hour.
19 "	Agnew, George	Gasfitter	2 23 per hour.
20 "	Jones, Bertie A.	Boilermaker	2 39 per hour.
20 "	Mountford, Harry	Shop boy	3 per hour.
20 "	Doyle, John E.	Brassfinisher's apprentice	3 per hour.
20 "	Harrop, George D.	Boilermakers' apprentice	3 per hour.
21 "	McNamara, James	Shop boy	3 per hour.
21 "	Inkston, Clifford	Fitter	2 08 per hour.
30 "	Edwards, Thomas	Cleaner	2 11 per hour.
31 "	Hill, Walter A.	Carpenters' apprentice	1 94 per hour.
31 "	Bowyer, William H.	Shop boy	3 per hour.
31 "	Nutland, David A.	Boilermakers' apprentice	3 per hour.
31 "	Smith, Gordon A.	Shop boy	3 per hour.
31 "	Arnold, Claude E.	Blacksmiths' apprentice	3 per hour.
31 "	Eldridge, Alan E.	Call boy	-/8 per hour.
1 Apr.	De Low, Henry A.	Call boy	-/6 per hour.
1 "	Crawford, David	Car and wagon builder	2 34 per hour.
1 "	Ferguson, Albert J.	Fitters' apprentice	3 per hour.
2 "	Parish, John	Shop boy	-/6 per hour.
2 "	Harrison, Cecil	Shop boy	-/11 per hour.
3 "	Walsh, Thomas W.	Shop boy	-/8 per hour.
3 "	Owen, Eric J.	Shop boy	-/11 per hour.
6 "	Durrington, Thomas C.	Turner	2 33 per hour.
6 "	Heaton, Thomas A.	Fitter	2 43 per hour.
6 "	Crawford, Edmund J.	Fitter	2 43 per hour.
7 "	Crisp, John A.	Boilermaker	2 43 per hour.
7 "	Dale, Henry	Fitter	2 43 per hour.
7 "	Priece, James O.	Shop boy	-/6 per hour.
7 "	Barker, Frederick S.	Shop boy	-/6 per hour.
7 "	Cox, Geoffrey M.	Boilermakers' apprentice	-/3 per hour.
7 "	Harley, Albert	Fitter	2 43 per hour.
7 "	White, George	Car builders' apprentice	-/3 per hour.
7 "	Jones, Walter	Call boy	-/8 per hour.
7 "	Paull, Edward	Shop boy	-/11 per hour.
7 "	Bland, Harold	Shop boy	-/6 per hour.
7 "	Riley, Thomas S.	Junior clerk	\$106 per annum.
7 "	McLaughlin, Robert	Clerk	\$233 per annum.
10 "	Dewhurst, Colin E.	Call boy	-/8 per hour.
11 "	Priece, Aubyn C.	Call boy	-/6 per hour.
14 "	Crech, James	Blacksmith	2 33 per hour.
14 "	Boyling, Francis	Shop boy	-/11 per hour.
14 "	Tighe, Patrick A.	Call boy	-/8 per hour.
14 "	Sprouster, Archibald	Call boy	-/6 per hour.
14 "	O'Leary, Vincent	Fuelman	1/10 per hour.
14 "	Denson, Walter	Fuelman	1/10 per hour.
15 "	Balmer, William G.	Plumber	2/23 per hour.
15 "	Sedgwick, William G.	Coppersmith	2 43 per hour.
16 "	Lawrence, Roy A.	Call boy	-/8 per hour.
16 "	Briley, Kenneth J.	Call boy	-/6 per hour.
16 "	Prior, Keith G.	Call boy	-/6 per hour.
16 "	Carey, Edward T.	Junior clerk	\$106 per annum.
22 "	Garland, Sydney	Tube cleaner	1/10 per hour.
22 "	Maizey, Albert E.	Call boy	-/8 per hour.
24 "	Sanderson, Lancelot	Fuelman	1/10 per hour.
24 "	Chowa, Allan	Call boy	-/11 per hour.
28 "	Smede, Ernest	Fuelman	1/10 per hour.
28 "	Welsh, John C.	Shop boy	-/6 per hour.
28 "	Brown, Harold	Shop boy	-/6 per hour.
28 "	Andrews, Claude	Shop boy	-/6 per hour.
30 "	Henry, Bruce A.	Shop boy	-/6 per hour.
30 "	Hewitt, Elton J.	Call boy	-/8 per hour.
1 May	Morshed, George	Blacksmith	2/3 per hour.
1 "	Mastin, Edward	Fitter	2/3 per hour.
1 "	Hayes, Martin	Boilermaker	2/3 per hour.
1 "	Tacey, Stanley	Boilermaker	2/3 per hour.
1 "	Graham, Alan	Boilermaker	2/3 per hour.
1 "	Brogan, Walter	Boilermaker	2/3 per hour.
1 "	Molloy, Mar-shame	Boilermaker	2/3 per hour.
1 "	Roarty, Michael	Boilermaker	2/3 per hour.
1 "	Adams, William S.	Call boy	-/8 per hour.
1 "	Hill, Albert	Shop boy	-/6 per hour.
1 "	Meehan, Thomas	Shop boy	-/11 per hour.
1 "	Turton, Vincent	Fuelman	1/10 per hour.
1 "	Burgess, Henry J.	Call boy	-/8 per hour.
1 "	Smith, Frederick	Labourer	1/9 per hour.
1 "	Thomas, Harold	Striker	1/10 per hour.
1 "	McNeill, William	Patternmaker	2/4 per hour.
1 "	Keogh, Edward	Striker	1/10 per hour.
1 "	Hannah, Ernest	Striker	1/10 per hour.
1 "	Bell, Kenneth	Patternmaker	2/4 per hour.
1 "	Hayden, Horace	Shop boy	1/4 per hour.
1 "	Hannell, John W.	Striker	1/10 per hour.
1 "	Robertson, John	Fitter	2/3 per hour.
1 "	Stewart, William	Boilermakers' helper	1/10 per hour.
1 "	Dalling, Llewellyn	Boilermakers' helper	1/10 per hour.
1 "	Laughton, David J.	Boilermakers' helper	1/10 per hour.
1 "	Searle, Charles	Car builder	2/23 per hour.
1 "	Hatton, Henry W.	Labourer	1/8 per hour.
1 "	Jarvis, Arthur	Fitter	2/3 per hour.
2 "	Smith, Sydney	Cleaner	1/9 per hour.
5 "	McGregor, Frank	Fitter	2/4 per hour.
5 "	MacKinney, James	Cleaner	1/9 per hour.
5 "	Byrne, Raymond	Cleaner	1/9 per hour.
5 "	Lovering, Phillip	Call boy	-/6 per hour.
5 "	Lavender, Asher	Shop boy	-/11 per hour.
5 "	Wellman, Arthur W.	Shop boy	-/6 per hour.
5 "	McCrystal, Clifford	Shop boy	1/1 per hour.
5 "	Mercer, Norman	Fitter	2/4 per hour.
5 "	Williams, Jack H.	Shop boy	-/11 per hour.
5 "	Bell, Norman C.	Fitter	2/4 per hour.
5 "	McDougal, Alan	Moulders' apprentice	-/3 per hour.
5 "	Archard, Harold	Shop boy	-/11 per hour.
5 "	Roots, Leslie	Fitters' apprentice	-/3 per hour.
5 "	Belcher, John C.	Washout-man	1 11 per hour.
5 "	Daly, Horace W.	Shop boy	-/8 per hour.
5 "	Prophy, Henry C.	Shop boy	-/6 per hour.
5 "	Reid, Rachel	Office cleaner	1/7 per hour.
5 "	Gugarty, Francis	Cleaner	1/9 per hour.
5 "	Mulner, Anton C.	Draftsman	\$308 per annum.
5 "	Johnson, Cyril	Draftsman	\$288 per annum.
5 "	Marland, Cyril T.	Draftsman	\$258 per annum.
5 "	Hart, Lawrence H.	Draftsman	\$258 per annum.
5 "	McKone, Ernest	Coppersmith	2/4 per hour.
5 "	Goodie, William	Fitter	2/4 per hour.
5 "	Kersey, Leslie A.	Junior clerk	\$131 per annum.
5 "	Evans, Stanley	Shop boy	-/6 per hour.
5 "	Rowling, Arthur L.	Call boy	-/6 per hour.



Date.	Name.	Position.	Rate.	Date.	Name.	Position.	Rate.
1924. PERMANENT WAY BRANCH, RAILWAYS—continued.				1924. TRAFFIC BRANCH, RAILWAYS—continued.			
5 May	Jackson, Joseph	Fettler	1/10 per hour.	16 Apr.	Harper, Harry	Porter	13/8 per day.
5 "	O'Sullivan, James	Fettler	1/94 per hour.	16 "	Reth, Francis F.	Junior porter	7/4 per day.
5 "	Marks, John J.	Striker	1/10 per hour.	16 "	Dyson, Oscar A.	Adult shunter	15/2 per day.
5 "	McLardy, Henry P.	Structural steel worker	2/22 per hour.	16 "	Thyer, Frederick L.	Lad gatekeeper	7/4 per day.
5 "	Mason, James	Fitter	2/32 per hour.	16 "	Cotterill, Robert	Junior porter	7/4 per day.
5 "	Birmingham, George	Fettler	1/10 per hour.	16 "	McDonald, William A.	Lad gatekeeper	7/4 per day.
6 "	Roehrich, Albert	Fettler	1/10 per hour.	17 "	Rodda, Ernest E.	Junior porter	4/9 per day.
6 "	Ryant, Frederick	Fettler	1/10 per hour.	17 "	Randall, Thomas	Junior porter	4/9 per day.
9 "	Kunz, Joseph	Fettler	1/94 per hour.	18 "	Winterbottom, Henry	Adult shunter	15/2 per day.
9 "	Cowan, Arthur	Fettler	1/10 per hour.	20 "	Chipperfield, Charlie	Adult shunter	15/2 per day.
12 "	Mellrick, William	Fettler	1/10 per hour.	21 "	Smith, Edward	Porter	13/8 per day.
12 "	Sanders, Harry	Fettler	1/94 per hour.	22 "	Kane, John T.	Junior porter	4/1 per day.
12 "	Doyle, Arthur G.	Fettler	1/10 per hour.	23 "	Bayliss, Eric S.	Junior porter	7/4 per day.
19 "	Power, Frederick	Fettler	1/94 per hour.	23 "	Curry, John M.	Adult shunter	15/2 per day.
19 "	Atkins, Arthur H.	Fettler	1/10 per hour.	23 "	Coleman, Elsie F.	Clerk	£166 per annum.
19 "	Oliver, Frank E.	Fettler	1/10 per hour.	23 "	Kirby, Edward	Watchman	14/1 per day.
19 "	Watson, William J.	Fettler	1/10 per hour.	23 "	Ritter, Rudolph	Porter	14/2 per day.
19 "	Ford, Alfred E.	Radial driller	1/114 per hour.	24 "	Faithfull, Arthur	Junior porter	5/11 per day.
19 "	Cook, James	Moulder	2/43 per hour.	25 "	Bellechambers, Roy J.	Junior porter	7/4 per day.
23 "	Murray, William	Fettler	1/94 per hour.	28 "	Hughes, Leslie J.	Junior clerk	£131 per annum.
26 "	Graham, David	Labourer	1/83 per hour.	28 "	Clarke, Alfred	Junior porter	5/11 per day.
26 "	King, Lancelot	Labourer	1/83 per hour.	28 "	Thomas, Mark A.	Porter	13/8 per day.
27 "	Hewitt, Alexander	Fitter's apprentice	2/33 per hour.	28 "	Wyer, Alice C.	Clerk	£166 per annum.
30 "	Phillips, David	Fettler	1/10 per hour.	29 "	Odehwan, Hilton B.	Junior porter	4/9 per day.
30 "	Clark, Frederick	Fettler	1/10 per hour.	29 "	Sezgers, Robert G.	Junior porter	5/11 per day.
31 "	Stair, Edward	Fettler	1/10 per hour.	30 "	Winnéy, Charles	Porter	14/2 per day.
31 "	Gleeson, Leonard	Fettler	1/10 per hour.	30 "	Hopkins, Edward	Junior porter	7/4 per day.
31 "	Walton, John	Fettler	1/10 per hour.	30 "	Hoste, Charles O.	Lad gatekeeper	7/4 per day.
31 "	Jeffrey, Ernest	Fettler	1/10 per hour.	30 "	Spencer, Ronald R.	Junior porter	7/4 per day.
31 "	McHoney, Michael	Fettler	1/10 per hour.	30 "	Wishy, Leslie E.	Junior porter	4/1 per day.
2 June	Manns, Clifton	Fettler	1/10 per hour.	30 "	Mcormack, Horace	Porter	13/8 per day.
2 "	Ryan, John J.	Fettler	1/10 per hour.	1 May	Brown, Lionel J.	Junior porter	5/11 per day.
2 "	Langens, Charles	Fettler	1/94 per hour.	1 "	Percival, Allan W.	Junior clerk	£78 per annum.
2 "	Clemson, George	Fettler	1/10 per hour.	1 "	Carter, Robert C.	Junior porter	5/11 per day.
2 "	Barnes, Frederick	Fettler	1/10 per hour.	5 "	Richards, Sidney	Junior canvas worker	7/4 per day.
2 "	Rolfe, Albert	Fettler	1/94 per hour.	5 "	Evans, James H.	Junior porter	5/11 per day.
2 "	Moore, Herbert	Fettler	1/10 per hour.	5 "	Daly, John K.	Junior porter	5/11 per day.
2 "	Griffin, Bertie	Fettler	1/10 per hour.	5 "	Bluet, Mabel A.	Attendant	7/9 per week and quarters.
7 "	Fox, Oswald	Fettler	1/10 per hour.	5 "	Pickering, Allan R.	Junior porter	7/4 per day.
7 "	Hilton, Alexander	Fettler	1/10 per hour.	5 "	Cullen, Louise M.	Gatekeeper	4/8 per week and quarters.
9 "	Montgomery, Robert	Oil furnaceman	1/114 per hour.	5 "	Cummins, Aloysius R.	Lad gatekeeper	7/4 per day.
10 "	Connolly, Alfred	Carpenters' apprentice	2/33 per hour.	5 "	Phillips, Libbis J.	Junior porter	5/11 per day.
10 "	Cuskelly, James	Fettler	1/94 per hour.	5 "	Patterson, Clarence E.	Lad gatekeeper	4/9 per day.
12 "	Dowling, Joseph	Fettler	1/10 per hour.	6 "	Toohy, Timothy E.	Lad gatekeeper	8/6 per day.
12 "	Briggs, Francis	Fettler	1/94 per hour.	6 "	Westaway, Alexander J.	Lad gatekeeper	7/4 per day.
12 "	Jones, George	Labourer	1/83 per hour.	6 "	Rush, Horace S.	Lad gatekeeper	7/4 per day.
13 "	Phillipott, Leslie	Messenger	2/64 per hour.	7 "	Gaudry, Joseph F.	Lad gatekeeper	4/9 per day.
16 "	Barry, Patrick	Fettler	1/10 per hour.	7 "	Smith, Stanley R.	Junior porter	3/7 per day.
16 "	Peppernell, James	Fettler	1/94 per hour.	7 "	Morris, Daniel C.	Lad gatekeeper	7/4 per day.
16 "	Teehurst, Patrick S.	Fettler	1/94 per hour.	7 "	Harman, Wallace S.	Junior porter	5/11 per day.
16 "	Woodcroft, Edward J.	Fettler	1/94 per hour.	7 "	Weber, Leo F.	Junior porter	5/11 per day.
16 "	Davis, Robert W.	Fettler	1/94 per hour.	8 "	Symons, Robert M.	Junior clerk	£131 per annum.
16 "	Gold, Alfred C.	Fettler	1/94 per hour.	9 "	Pearce Henry	Lad gatekeeper	7/4 per day.
16 "	Bragg, George	Bricklayer	2/44 per hour.	9 "	Quarmby, Aubrey W.	Junior porter	7/4 per day.
17 "	Hokin, William H. C.	Junior clerk	£78 per annum.	10 "	Kelly, Phillip J.	Lad gatekeeper	7/4 per day.
30 "	Jones, Percy H.	Fettler	1/10 per hour.	11 "	Sutton, Thomas B.	Porter	13/8 per day.
30 "	Gibson, Hector N.	Fettler	1/10 per hour.	12 "	Lovat, John J.	Junior clerk	£106 per annum.
30 "	O'Sullivan, Richard G.	Fettler	1/10 per hour.	12 "	Hennings, Albert E.	Junior porter	4/9 per day.
30 "	Wells, James	Fettler	1/10 per hour.	12 "	Brown, Frank H.	Junior porter	4/9 per day.
30 "	Sutton, Clifton	Fettler	1/94 per hour.	12 "	Cousins, Francis H.	Junior clerk	£78 per annum.
1924.	TRAFFIC BRANCH, RAILWAYS.			13 "	Ings, Walter H.	Junior porter	5/11 per day.
22 Feb.	McArthur, Lily M.	Gatekeeper	12/5 per week.	13 "	Herring, William G.	Adult shunter	15/2 per day.
3 Mar.	Stuckey, Leslie V.	Junior porter	3/7 per day.	14 "	Goodall, Mary E.	Gatekeeper	12/5 per week.
15 "	Byrnes, Josephine	Gatekeeper	14/11 per week.	15 "	Greaves, Thomas	Adult shunter	15/2 per day.
19 "	Taylor, Arthur B.	Adult shunter	15/2 per day.	15 "	Butcher, Albert H.	Porter	14/2 per day.
19 "	Daniels, Charles	Adult shunter	15/2 per day.	15 "	Golsby, Clifford E.	Junior porter	4/9 per day.
19 "	Mead, Martha	Gatekeeper	14/11 per week.	16 "	Seabury, Frederick J.	Adult shunter	15/2 per day.
24 "	Goodyer, Ambrose	Junior porter	4/9 per day.	16 "	Peacock, William C.	Junior porter	4/9 per day.
24 "	Whittaker, Frederick H.	Junior porter	5/11 per day.	16 "	Dignam, Martin J.	Junior porter	5/11 per day.
25 "	Hickey, Ronald F.	Junior porter	4/9 per day.	16 "	Tame, John A.	Junior porter	4/9 per day.
26 "	Barwick, Cecil W.	Adult shunter	15/2 per day.	16 "	Wallbank, Cecil R.	Junior porter	7/4 per day.
26 "	Jenkins, Crial	Porter	14/2 per day.	19 "	Sullivan, Bede J.	Lad gatekeeper	5/11 per day.
28 "	Stapleton, Amelia D.	Car cleaner	10/3 per day.	19 "	Stevenson, George	Junior porter	7/4 per day.
28 "	Lynch, George W.	Junior porter	5/11 per day.	19 "	Smith, James E.	Junior porter	5/11 per day.
29 "	Green, Charles	Lad gatekeeper	5/11 per day.	19 "	Potter, George J.	Junior porter	4/9 per day.
29 "	Williams, Albert N.	Lad gatekeeper	7/4 per day.	19 "	Hudson, Linus	Porter	13/8 per day.
31 "	Want, Catherine	Gatekeeper	14/11 per week.	19 "	Meek, Milton H.	Junior porter	4/1 per day.
31 "	Black, Lauretta M.	Gatekeeper	14/11 per week.	19 "	Rose, Leith H.	Lad gatekeeper	4/9 per day.
31 "	Bell, Frederick	Junior canvas worker	8/8 per day.	19 "	Warters, Wilfred G.	Junior porter	7/4 per day.
31 "	Geoghan, Raymond T.	Junior canvas worker	7/4 per day.	19 "	Lavender, Richard R.	Junior porter	5/11 per day.
31 "	Bravery, Reginald W.	Lad gatekeeper	7/4 per day.	20 "	Goodsell, Leslie C.	Junior porter	5/11 per day.
31 "	O'Brien, Cecil	Junior porter	5/11 per day.	20 "	Burton, William	Junior porter	7/4 per day.
1 Apr.	Hojel, Roy S.	Junior porter	7/4 per day.	21 "	Turner, Selwyn W.	Junior porter	7/4 per day.
1 "	Mingione, Leonard W.	Junior porter	8/6 per day.	21 "	McLenaghan, Patrick R.	Porter	14/2 per day.
2 "	Mills, Cleve R.	Junior clerk	£126 per annum.	21 "	Cunynghame, Claude	Junior porter	5/11 per day.
2 "	Taylor, Robey	Adult shunter	15/2 per day.	21 "	Robinson, William D.	Porter	13/8 per day.
2 "	Weddell, William A.	Adult shunter	15/2 per day.	21 "	James, William R.	Junior porter	5/11 per day.
2 "	Allen, John T.	Porter	14/2 per day.	21 "	Goddard, William G.	Junior porter	4/9 per day.
2 "	Galvin, Martin A.	Junior clerk	£78 per annum.	21 "	Simpson, John C.	Junior porter	5/11 per day.
3 "	Sullivan, Daniel M.	Junior clerk	£131 per annum.	22 "	Wandless, Leonard	Junior clerk	£78 per annum.
3 "	Malcolm, Hilton J.	Junior porter	5/11 per day.	24 "	Webb, Thomas C.	Lad gatekeeper	£106 per annum.
5 "	Coady, John E.	Adult shunter	15/2 per day.	26 "	Graham, Garner M.	Lad gatekeeper	7/4 per day.
7 "	Mooney, James B.	Junior clerk	£78 per annum.	26 "	Wilbers, Andrew H.	Junior porter	4/1 per day.
7 "	Baumgardner, Maud	Attendant	22/4 per week and quarters.	26 "	Farrell, Henry J.	Junior clerk	£106 per annum.
7 "	Foster, Archie H.	Porter	13/8 per day.	26 "	Coull, David	Junior porter	7/4 per day.
7 "	Bailey, Robert B.	Junior porter	3/7 per day.	27 "	Brook, Ernest J.	Gatekeeper	7/4 per day.
8 "	Kennedy, Michael F.	Junior porter	4/9 per day.	27 "	King, Samuel	Junior porter	13/8 per day.
8 "	Mell, Robert C.	Porter	13/8 per day.	27 "	Lewis, George	Junior porter	7/4 per day.
8 "	Seage, Hilda E.	Clerk	£166 per annum.	28 "	George, Leonard L.	Lad gatekeeper	7/4 per day.
8 "	Mannix, Raymond	Junior clerk	£78 per annum.	28 "	Roach, Donald E.	Junior clerk	£78 per annum.
11 "	Rowles, Lawrence J.	Junior porter	5/11 per day.	28 "	Davis, William J.	Junior porter	4/1 per day.
11 "	Woodward, Jack R.	Junior porter	5/11 per day.	28 "	Delaney, Harley	Junior porter	4/1 per day.
11 "	Johnson, Theodore J.	Junior porter	5/11 per day.	28 "	Toohy, William B.	Junior clerk	£106 per annum.
11 "	Howlett, Jack A.	Junior porter	4/1 per day.	28 "	Abel, Raymond T.	Junior clerk	£78 per annum.
14 "	Gammidge, James P.	Junior clerk	£131 per annum.	28 "	MacLeod, Darrell E.	Junior porter	5/11 per day.
14 "	Poole, Charles A.	Adult shunter	15/2 per day.	29 "	Allen, Kenneth A.	Junior porter	5/11 per day.
14 "	Clarke, Harvey G.	Porter	13/8 per day.	29 "	Laker, Phillip E.	Junior porter	4/9 per day.
14 "	Willard, Sydney J.	Junior porter	4/9 per day.	29 "	Kavanagh, William	Junior porter	4/9 per day.
14 "	Sutton, Thomas G.	Junior porter	4/9 per day.	30 "	Edwards, Henry J.	Junior porter	5/11 per day.
14 "	Baggs, Inez F.	Gatekeeper	14/8 per week and quarters.	2 June	Porter, Alan M.	Junior porter	5/11 per day.
15 "	Shaw, Oliver J.	Junior porter	4/1 per day.	2 "	Harbourn, James S.	Junior porter	4/1 per day.
15 "	Charlton, Elsie H.	Adult shunter	15/2 per day.	2 "	Countlight, David	Adult shunter	15/2 per day.
15 "	McLeod, Archie B.	Adult shunter	15/2 per day.	2 "	Walters, Frederick J.	Adult shunter	4/1 per day.
16 "	Rooke, John L.	Adult shunter	15/2 per day.	2 "	Everson, Gordon B.	Junior porter	5/11 per day.
16 "				2 "	Lassau, Alfred T.	Junior porter	5/11 per day.



Date.	Name.	Position.	Rate.	Date.	Name.	Position.	Rate.
1924. TRAFFIC BRANCH, RAILWAYS—continued.				1924. TRAFFIC BRANCH, TRAMWAYS.			
3 June	Reddy, Vincent	Lad gatekeeper	4 9 per day.	3 Apr.	Wilkinson, Dulcie E.	Junior clerk	£69 per annum.
3 "	Saxwell, Elias J.	Junior clerk	£131 per annum.	4 "	Dove, Arthur P.	Waiting room attendant	1 84 per hour.
3 "	Trease, Walter K.	Junior porter	2 7 per day.	7 "	Mantann, Harry W.	Junior clerk	£78 per annum.
4 "	Harraran, Cecil E.	Junior clerk	£106 per annum.	14 "	Boland, Michael	Sign-on clerk	1 92 per hour.
4 "	Wilson, Robert	Junior clerk	£78 per annum.	23 "	Atkinson, George C.	Signalman	2 4 per hour.
4 "	Smith, Eric N.	Adult shunter	15 2 per day.	25 "	Caldwell, Duncan	Fettler	1 114 per hour.
5 "	Mullholland, John W.	Junior porter	7 4 per day.	19 May	Byrne, Robert	Junior clerk	£78 per annum.
5 "	Hartley, Francis J.	Junior porter	4 9 per day.	2 June	Campbell, Keith I.	Junior clerk	£131 per annum.
6 "	Locke, Edward P.	Junior porter	5 11 per day.	3 "	Considine, Michael	Fettler	1 114 per hour.
6 "	Winsor, Alexander	Junior clerk	£106 per annum.				
6 "	Teece, William B.	Junior clerk	£78 per annum.				
6 "	Lynch, Matthew H.	Junior porter	5 11 per day.				
6 "	Stone, Elsie M.	Attendant	15 1 per week and quarters.				
6 "	Hennessy, William J.	Adult shunter	15 2 per day.				
7 "	Duff, Cecil F.	Labourer	14 4 per day.				
7 "	Goodfellow, Harold F.	Porter	13 8 per day.				
8 "	Twylford, Kathleen M.	Attendant	7 9 per week and quarters.				
9 "	Peterson, Gustave R.	Junior porter	4 1 per day.				
9 "	O'Sullivan, George M.	Porter	13 8 per day.				
10 "	McDermott, Thomas	Junior clerk	£126 per annum.				
10 "	Hurkett, Cecil J.	Junior porter	5 11 per day.				
10 "	Hines, Maria I.	Gatekeeper	4 8 per week and quarters.				
10 "	Murphy, William J.	Porter	13 8 per day.				
11 "	Scorse, Sydney N.	Junior porter	7 4 per day.				
11 "	Winter, John A.	Junior porter	4 1 per day.				
11 "	Egan, Arthur	Adult shunter	15 2 per day.				
12 "	Snow, Selby L.	Junior clerk	£78 per annum.				
12 "	Perkins, Allen L.	Junior clerk	£131 per annum.				
13 "	Kerr, David	Junior porter	4 9 per day.				
16 "	Munro, John T.	Porter	13 8 per day.				
16 "	Hargans, John D.	Adult shunter	15 2 per day.				
18 "	Wallwork, John W.	Adult shunter	15 2 per day.				
18 "	Aldred, George C.	Adult shunter	15 2 per day.				
18 "	Young, William A.	Adult shunter	15 2 per day.				
18 "	O'Donnell, John	Junior porter	4 1 per day.				
18 "	Nunn, Herbert F.	Junior porter	4 9 per day.				
1924. SIGNALLING BRANCH, RAILWAYS.				1924. ELECTRICAL BRANCH, TRAMWAYS.			
4 Mar.	Clarke, James C.	Junior clerk	£78 per annum.	25 Feb.	Foley, Joseph	Cleaner	1 112 per hour.
5 "	Williams, John J.	Fitters' apprentice	-73 per hour.		Bannon, Ivor J.	Cleaner	1 74 per hour.
11 "	Dewar, Howard C.	Railway electricians' apprentice	-73 per hour.	6 Mar.	Train, Kenneth	Sub-station junior	9 per hour.
13 "	Kerr, Robert	Shop boy	-41 per hour.	7 "	Pollard, Archibald C.	Sub-station junior	9 per hour.
13 "	Burns, Alick	Shop boy	-41 per hour.	7 "	Kelly, Ronald J.	Tinsmiths' apprentice	-32 per hour.
13 "	Jury, Roy	Shop boy	-41 per hour.	8 "	Burke, Thomas M.	Cleaner	1 112 per hour.
13 "	Norling, Carl A.	Electrical mechanics' apprentice	-31 per hour.	27 "	Johnstone, Gordon	Shop boy	1 112 per hour.
13 "	Gunton, Henry	Junior clerk	£78 per annum.	28 "	Rowland, Charles R.	Cleaner	1 112 per hour.
20 "	Edwards, Leslie	Junior clerk	£78 per annum.	7 "	Best, Eric	Cleaner	1 112 per hour.
24 "	Sneddon, Walter	Assistant sectionman	1 10 per hour.	7 "	Pym, Richard R.	Cleaner	1 92 per hour.
28 "	Kennedy, Duncan	Draftsman	£308 per annum.	8 "	Tolley, Barney	Cleaner	1 112 per hour.
31 "	Pearson, Richard	Draftsman	£323 per annum.	8 "	Thompson, Albert	Cleaner	1 112 per hour.
29 Apr.	Phillips, Gerald	Railway electricians' apprentice	-73 per hour.	10 "	O'Donnell, Denis	Cleaner	1 112 per hour.
30 "	Davis, Percy	Shop boy	1 1 per hour.	10 "	Lockridge, Reginald J.	Cleaner	1 92 per hour.
5 May	Archer, Alfred E.	Machinist	2 23 per hour.	10 "	Crozier, William J.	Cleaner	1 78 per hour.
5 "	Walker, Doreen R.	Plater and polisher	1 3 per day.	10 "	McKinnon, Duncan E.	Cleaner	1 112 per hour.
6 "	Daly, Reginald	Shop boy	-41 per hour.	10 "	Mathew, George E.	Cleaner	1 112 per hour.
12 "	Hughes, Archibald	Striker	1 10 per hour.	10 "	Jeffries, Norman F.	Cleaner	1 78 per hour.
3 June	Gordon, Leslie	Railway electrician	124 per week.	11 "	Criss, Joseph H.	Cleaner	1 112 per hour.
10 "	Miller, William	Shop boy	1 1 per hour.	11 "	Cummins, Arthur	Cleaner	1 92 per hour.
10 "	Tunks, Winter	Shop boy	-68 per hour.	11 "	Rowland, Peter J.	Cleaner	1 92 per hour.
1924. ELECTRICAL BRANCH, RAILWAYS.				12 "	Kinkade, William	Tinsmiths' apprentice	-72 per hour.
4 Feb.	Lahay, Francis	Electrical mechanic	2 3 per hour.	13 "	Keeley, Errol V.	Cleaner	1 92 per hour.
11 "	Clark, Reginald J.	Fitter	2 53 per hour.	13 "	Mullins, James W.	Cleaner	1 92 per hour.
18 "	Malkin, John R.	Labourer	1 83 per hour.	13 "	Kearnes, Edward A.	Cleaner	1 92 per hour.
26 "	Dowling, Roy A.	Battery mechanic	2 41 per hour.	13 "	Minahan, Martin J.	Cleaner	1 112 per hour.
26 "	Morley, George	Trimmer	1 10 per hour.	13 "	Painter, Arthur S.	Cleaner	1 92 per hour.
3 Mar.	Spencer, Jack	Electrical fitters' apprentice	-73 per hour.	14 "	Smith, Lynn M.	Cleaner	1 112 per hour.
5 "	Doyle, Albert E.	Trimmer	1 10 per hour.	14 "	Abbott, John J.	Cleaner	1 112 per hour.
12 "	Ameck, Arthur E.	Fitter	2 33 per hour.	17 "	Ryan, John J.	Cleaner	1 78 per hour.
14 "	Strutt, Harry	Labourer	1 83 per hour.	17 "	Wolstenhome, Sydney A.	Cleaner	1 112 per hour.
24 "	Hilleard, Eric	Probationer	-61 per hour.	17 "	Trevillian, William T.	Cleaner	1 92 per hour.
4 Apr.	Searle, Frederick	Probationer	-82 per hour.	17 "	Miller, William A.	Cleaner	1 112 per hour.
7 "	Miller, James	Probationer	-82 per hour.	17 "	Binder, Roland C.	Sub-station junior	9 per hour.
17 "	Kershner, Wallace	Electrical fitter	2 41 per hour.	17 "	Dinsdale, William	Junior laborer	1 11 per hour.
17 "	Elbourn, Ernest	Lineman	2 4 per hour.	18 "	Keats, Francis H.	Cleaner	1 112 per hour.
22 "	Brand, Ivan	Probationer	-53 per hour.	18 "	Byleveld, Leslie C.	Cleaner	1 92 per hour.
26 "	Spence, James	Probationer	-71 per hour.	18 "	Smart, Percy R.	Cleaner	1 112 per hour.
19 May	Reid, James	Fitters' labourer	1 102 per hour.	20 "	Cameron, Jack L.	Power house junior	1 14 per hour.
1924. STORES BRANCH, RAILWAYS.				24 "	Olsen, Olaf	Electrical mechanics' apprentice	-32 per hour.
17 Mar.	Lewis, Oswald	Store boy	-78 per hour.	24 "	Bassford, Henry	Cleaner	1 112 per hour.
17 "	Cox, Thomas	Store boy	-71 per hour.	24 "	Byrne, Sylvannus	Cleaner	1 78 per hour.
16 Apr.	Duffey, William	Labourer	1 82 per hour.	24 "	Maher, Edward C.	Cleaner	1 112 per hour.
24 "	Heaney, William	Storeman	1 10 per hour.	24 "	Davies, Leonard	Cleaner	1 78 per hour.
24 "	Hodgkinson, Joseph	Labourer	1 81 per hour.	24 "	Bennetts, Alfred	Cleaner	1 112 per hour.
24 "	Bowhay, William	Out-door labourer	1 91 per hour.	25 "	Summers, Mervyn A.	Cleaner	1 112 per hour.
24 "	Roby, Lanslow	Out-door labourer	1 91 per hour.	26 "	McInervey, Ernest	Cleaner	1 112 per hour.
24 "	Howell, William H.	Out-door labourer	1 91 per hour.	26 "	Roberts, Horace L.	Cleaner	1 112 per hour.
24 "	Skewes, Richard	Labourer	1 83 per hour.	27 "	Wilkins, Russell	Sub-station junior	1 12 per hour.
24 "	Morgan, Walter	Storeman	1 101 per hour.	28 "	Maggs, Walter H.	Cleaner	1 72 per hour.
24 "	Nugent, William	Storeman	1 101 per hour.	28 "	Kain, John J.	Cleaner	1 72 per hour.
19 May	Allport, Fanny	Office cleaner	1 7 per hour.	28 "	Roach, Vincent J.	Cleaner	1 92 per hour.
26 "	McKay, William S.	Labourer	1 81 per hour.	31 "	Manning, Alfred J.	Cleaner	1 92 per hour.
26 "	Crouch, William	Junior clerk	£78 per annum.	31 "	Buggy, Noel	Cleaner	1 112 per hour.
19 June	Rice, Allen	Junior clerk	£131 per annum.	31 "	Deans, Noel	Cleaner	1 72 per hour.
19 "	Molloy, Kevin	Junior clerk	£131 per annum.	1 Apr.	Frew, James	Cleaner	1 112 per hour.
1924. SOLICITOR FOR RAILWAYS' BRANCH.				1 "	Kelly, John	Cleaner	1 112 per hour.
5 May	Dennise, Ernest A.	Junior clerk	£78 per annum.	2 "	Hill, Verner H.	Cleaner	1 112 per hour.
1924. GENERAL BRANCHES.				3 "	Livingstone, Alexander	Cleaner	1 112 per hour.
10 Mar.	Daly, Horace	Messenger	-71 per hour (Institute).	4 "	Milne, Eric	Cleaner	1 112 per hour.
11 "	McMillan, Erington	Junior porter	4 1 per day (Institute).	4 "	Campbell, John	Cleaner	1 92 per hour.
				4 "	Dodson, Ellis W.	Cleaner	1 78 per hour.
				5 "	Carey, Phillip W.	Cleaner	1 112 per hour.
				5 "	Kain, James C.	Cleaner	1 92 per hour.
				7 "	Leer, George	Labourer	1 83 per hour.
				7 "	Fitzhenry, Francis H.	Cleaner	1 112 per hour.
				8 "	Verhag, Henry C.	Cleaner	1 78 per hour.
				8 "	McKenzie, Angus M.	Cleaner	1 92 per hour.
				10 "	Hogg, Sidney A.	Cleaner	1 112 per hour.
				10 "	Horwood, William	Cleaner	1 92 per hour.
				10 "	Morris, Oliver R.	Cleaner	1 112 per hour.
				10 "	Donaldson, Walter	Cleaner	1 112 per hour.
				11 "	Kearns, Stanley W.	Cleaner	1 92 per hour.
				11 "	Davies, Jack P.	Cleaner	1 112 per hour.
				11 "	Boston, Hector A.	Cleaner	1 112 per hour.
				12 "	Willson, Henry	Plumbers' Apprentice	-32 per hour.
				24 "	Williams, Alexander	Electrical Assistant	£200 per annum.
				26 "	Strange, William	Sub-station junior	1 112 per hour.
				28 "	Kelly, John	Electrical fitters' apprentice	-32 per hour.
				30 "	Sealey, George R.	Sub-station junior	81 per hour.
				12 May	McKenzie, Angus M.	Shop boy	1 11 per hour.
				12 "	Clarke, Percy	Puller out	1 92 per hour.
				12 "	McDonald, Joseph	Striker	1 10 per hour.
				12 "	Hewitt, George	Striker	1 10 per hour.
				12 "	Hastie, James	Draftsman	£258 per annum.
				12 "	Wearne, Frederick M.	Electrical assistant	£268 per annum.
				19 "	Clarke, Joseph	Labourer	1 81 per hour.
				19 "	Reid, James	Fitters' laborer	1 101 per hour.
				19 "	Hickey, Patrick	Labourer	1 81 per hour.
				19 "	Walton, Alfred J.	Oxy-acetylene Welders' apprentice	-32 per hour.
				19 "	Anderson, Richard	Electrical fitters' apprentice	-31 per hour.
				19 "	Roberts, Eric	Shop boy	1 44 per hour.
				19 "	Fisher, Joseph E.	Draftsman	£258 per annum.
				19 "	McDougall, Archibald	Electrical assistant	£268 per annum.
				26 "	Kearns, Stanley	Cleaner	1 92 per hour.
				26 "	Howlett, Noel	Turners' apprentice	-32 per hour.
				26 "	Humphries, Francis	Technical mechanical assistant	£268 per annum.
				26 "	Richardson, Cyril C.	Draftsman	£350 per annum.
				26 "	McMichael, Donald	Draftsman	£350 per annum.



Date.	Name.	Position.	Rate.	Date.	Name.	Position.	Rate.
1924. ELECTRICAL BRANCH, TRAMWAYS—(continued).				1924. PERMANENT WAY BRANCH, TRAMWAYS—continued.			
27 May	Campbell, John	Cleaner	-/11½ per hour.	1 Apr.	Bagwell, Thomas A.	Labourer	1/9½ per hour.
27 "	Hadfield, Arthur	Cleaner	-/9½ per hour.	1 "	Goninan, Edwin E.	Labourer	1/9½ per hour.
2 June	Jones, Phillip G.	Electrical mechanics' apprentice.	-/3½ per hour.	1 "	Barrat, Norman H.	Labourer	1/9½ per hour.
2 "	Spanan, Francis	Cleaner	-/9½ per hour.	1 "	Benson, George E.	Labourer	1/9½ per hour.
2 "	Kerr, Robert	Cleaner	-/11½ per hour.	1 "	Bezett, Arthur C.	Labourer	1/9½ per hour.
2 "	Rohan, Joseph	Cleaner	-/11½ per hour.	1 "	Bradshaw, Arthur	Labourer	1/9½ per hour.
2 "	Tiskner, Reginald	Cleaner	-/11½ per hour.	1 "	Brodie, Arthur C.	Labourer	1/9½ per hour.
2 "	Coomber, Walter	Cleaner	-/9½ per hour.	1 "	Brown, Lawrence J.	Labourer	1/9½ per hour.
2 "	Fizzell, Thomas	Stableman	1/9½ per hour.	1 "	Butt, Charles	Labourer	1/9½ per hour.
2 "	Charles, George	Engineering inspector.	£450 per annum.	1 "	Butt, Ulysses	Labourer	1/9½ per hour.
10 "	Wylie, Aubrey	Cleaner	1/1½ per hour.	1 "	Carrington, Walter C.	Labourer	1/9½ per hour.
10 "	Pooley, Sydney T.	Sub-station junior	-/8½ per hour.	1 "	Carter, Frederick J.	Labourer	1/9½ per hour.
10 "	Watt, Robert	Electrical mechanics' apprentice.	-/3½ per hour.	1 "	Cass, Wallace W.	Labourer	1/9½ per hour.
10 "	Lathleen, William	Electrical mechanics' apprentice.	-/3½ per hour.	1 "	Connor, Hilton C.	Labourer	1/9½ per hour.
13 "	Hogg, Joseph	Cleaner	-/11½ per hour.	1 "	Clough, Edward L.	Labourer	1/9½ per hour.
13 "	Thompson, Douglas	Electrical mechanic	2/2½ per hour.	1 "	Curtis, Cecil H.	Labourer	1/9½ per hour.
16 "	Bridger, Frederick J.	Cleaner	-/9½ per hour.	1 "	Daines, Herbert A.	Labourer	1/9½ per hour.
16 "	Swan, Walter H.	Shop boy	1/1 per hour.	1 "	Dalzell, John T.	Labourer	1/9½ per hour.
17 "	Borland, Arthur	Cleaner	1/1½ per hour.	1 "	Elliott, William J.	Labourer	1/9½ per hour.
18 "	Rose, John	Electrical mechanics' apprentice.	-/3½ per hour.	1 "	Forward, Percy A.	Labourer	1/9½ per hour.
20 "	Young, Charles	Cleaner	-/11½ per hour.	1 "	Gill, Clarence B.	Labourer	1/9½ per hour.
24 "	Quinnell, Norman	Cleaner	-/9½ per hour.	1 "	Gleeson, Norman T.	Labourer	1/9½ per hour.
1924. PERMANENT WAY BRANCH, TRAMWAYS.				1 "	Goodman, John B.	Labourer	1/9½ per hour.
1 Apr.	Ashworth, Joseph	Labourer	1/9½ per hour.	1 "	Gordon, Hugh L.	Labourer	1/9½ per hour.
1 "	Baguley, James T.	Labourer	1/9½ per hour.	1 "	Gumm, George A.	Labourer	1/9½ per hour.
1 "	Bartley, Robert	Labourer	1/9½ per hour.	1 "	Gladman, Edward	Labourer	1/9½ per hour.
1 "	Behringer, Charles E.	Labourer	1/9½ per hour.	1 "	Hardy, Walter	Labourer	1/9½ per hour.
1 "	Bower, Alexander	Labourer	1/9½ per hour.	1 "	Harper, Walter R.	Labourer	1/9½ per hour.
1 "	Bowron, Charles L.	Labourer	1/9½ per hour.	1 "	Hickson, Lazarus	Labourer	1/9½ per hour.
1 "	Brough, John	Labourer	1/9½ per hour.	1 "	Hines, James	Labourer	1/9½ per hour.
1 "	Cabot, Philip	Labourer	1/9½ per hour.	1 "	Hunt, William	Labourer	1/9½ per hour.
1 "	Cambey, Henry A.	Labourer	1/9½ per hour.	1 "	King, Oswald J.	Labourer	1/9½ per hour.
1 "	Cannon, Clarence C.	Labourer	1/9½ per hour.	1 "	Laverack, William G.	Labourer	1/9½ per hour.
1 "	Cassell, Herbert H.	Labourer	1/9½ per hour.	1 "	Livermore, George H.	Labourer	1/9½ per hour.
1 "	Charteris, Thomas	Labourer	1/9½ per hour.	1 "	Marshall, Harry J.	Labourer	1/9½ per hour.
1 "	Coleman, James G.	Labourer	1/9½ per hour.	1 "	Meaney, Denis B.	Labourer	1/9½ per hour.
1 "	Curtis, Arthur	Labourer	1/9½ per hour.	1 "	Moir, Francis E.	Labourer	1/9½ per hour.
1 "	Donnelly, Benedito	Labourer	1/9½ per hour.	1 "	Moore, Richard H.	Labourer	1/9½ per hour.
1 "	Fever, George E.	Labourer	1/9½ per hour.	1 "	Morrison, Robert G.	Labourer	1/9½ per hour.
1 "	Fulton, Frederick R.	Labourer	1/9½ per hour.	1 "	McConnell, Matthew S.	Labourer	1/9½ per hour.
1 "	Gair, Peter J.	Labourer	1/9½ per hour.	1 "	McFarlane, Andrew	Labourer	1/9½ per hour.
1 "	Gwynne, Edward F.	Labourer	1/9½ per hour.	1 "	McInerney, Thomas	Labourer	1/9½ per hour.
1 "	Hawker, William C.	Labourer	1/9½ per hour.	1 "	McIntosh, Leslie R.	Labourer	1/9½ per hour.
1 "	Holmes, William E.	Labourer	1/9½ per hour.	1 "	Neale, John A.	Labourer	1/9½ per hour.
1 "	Jack, Charles E.	Labourer	1/9½ per hour.	1 "	Newland, Thomas R.	Labourer	1/9½ per hour.
1 "	Jackson, James	Labourer	1/9½ per hour.	1 "	O'Keefe, Robert	Labourer	1/9½ per hour.
1 "	Kearney, Charles W.	Labourer	1/9½ per hour.	1 "	McMahon, Ernest J.	Labourer	1/9½ per hour.
1 "	Kenny, William	Labourer	1/9½ per hour.	1 "	Peisley, John H.	Labourer	1/9½ per hour.
1 "	Kerr, Samuel	Labourer	1/9½ per hour.	1 "	Pratt, Phillip	Labourer	1/9½ per hour.
1 "	Madden, Norman W.	Labourer	1/9½ per hour.	1 "	Prescott, Leslie C.	Labourer	1/9½ per hour.
1 "	Malone, Edward	Labourer	1/9½ per hour.	1 "	Quince, Arthur N.	Labourer	1/9½ per hour.
1 "	Mason, Alfred A.	Labourer	1/9½ per hour.	1 "	Ragan, Joseph T.	Labourer	1/9½ per hour.
1 "	Morgan, John	Labourer	1/9½ per hour.	1 "	Redfern, William	Labourer	1/9½ per hour.
1 "	McCarthy, Thomas P.	Labourer	1/9½ per hour.	1 "	Robinson, Edward J.	Labourer	1/9½ per hour.
1 "	McIntosh, Stanley	Labourer	1/9½ per hour.	1 "	Robinson, Edric P.	Labourer	1/9½ per hour.
1 "	Neville, William A.	Labourer	1/9½ per hour.	1 "	Robinson, Joseph W.	Labourer	1/9½ per hour.
1 "	Nibbs, Ernest T.	Labourer	1/9½ per hour.	1 "	Roche, George	Labourer	1/9½ per hour.
1 "	Nicoll, James B.	Labourer	1/9½ per hour.	1 "	Robinson, Frederick	Labourer	1/9½ per hour.
1 "	Nowland, Archibald	Labourer	1/9½ per hour.	1 "	Russell, John F.	Labourer	1/9½ per hour.
1 "	O'Brien, Daniel P.	Labourer	1/9½ per hour.	1 "	Rutherford, Albert M.	Labourer	1/9½ per hour.
1 "	O'Hara, Frank J.	Labourer	1/9½ per hour.	1 "	Shea, Clifford K.	Labourer	1/9½ per hour.
1 "	O'Reilly, Percival	Labourer	1/9½ per hour.	1 "	Sparks, Rupert G.	Labourer	1/9½ per hour.
1 "	Payne, James V.	Labourer	1/9½ per hour.	1 "	Taylor, Thomas R.	Labourer	1/9½ per hour.
1 "	Peisley, John H.	Labourer	1/9½ per hour.	1 "	Thak, William J.	Labourer	1/9½ per hour.
1 "	Riley, William	Labourer	1/9½ per hour.	1 "	Thomas, Edward	Labourer	1/9½ per hour.
1 "	Roberts, Evelyn W.	Labourer	1/9½ per hour.	1 "	Smith, Thomas J.	Labourer	1/9½ per hour.
1 "	Robinson, William H.	Labourer	1/9½ per hour.	1 "	Rowell, Lionel S.	Labourer	1/9½ per hour.
1 "	Rockliff, Cyril	Labourer	1/9½ per hour.	1 "	White, Mortimer	Labourer	1/9½ per hour.
1 "	Roper, Ernest A.	Labourer	1/9½ per hour.	1 "	Wilde, Leslie N.	Labourer	1/9½ per hour.
1 "	Rowe, James	Labourer	1/9½ per hour.	1 "	Wilkinson, Thomas A.	Labourer	1/9½ per hour.
1 "	Rubie, Harold H.	Labourer	1/9½ per hour.	1 "	Wilson, Michael	Labourer	1/9½ per hour.
1 "	Ryan, Peter	Labourer	1/9½ per hour.	1 "	Woodward, Bertie S.	Labourer	1/9½ per hour.
1 "	Ryan, Pierce J.	Labourer	1/9½ per hour.	1 "	Woolley, John	Labourer	1/9½ per hour.
1 "	Savill, James A.	Labourer	1/9½ per hour.	1 "	Bowtell, David J.	Carpenter	1/2½ per hour.
1 "	Scoble, Charles F.	Labourer	1/9½ per hour.	1 "	Turner, David J.	Carpenter	1/2½ per hour.
1 "	Summers, John W.	Labourer	1/9½ per hour.	1 "	Howard, John E.	Carpenter	1/2½ per hour.
1 "	Turner, Henry J.	Labourer	1/9½ per hour.	1 "	Eaton, William G.	Painter	1/2½ per hour.
1 "	Walford, Arthur B.	Labourer	1/9½ per hour.	1 "	Minchen, Samuel E.	Painter	1/2½ per hour.
1 "	Walker, Alfred W.	Labourer	1/9½ per hour.	1 "	Stephens, Charles B.	Painter	1/2½ per hour.
				8 May	Glanz, Frederick A.	Carpenter	1/2½ per hour.
					Bamford, Elizabeth F.	Junior clerk	£81 per annum.
				1924. STORES BRANCH, TRAMWAYS.			
				24 Apr.	Donohue, Alfred	Labourer	1/8½ per hour.
				15 May	Kelly, George	Store boy	-/8½ per hour.

REMOVALS.

Date.	Name.	Position.	Rate.	Remarks.
1924. CHIEF ACCOUNTANT'S BRANCH.				
15 Mar.	Deegan, William	Clerk	£278 per annum.	Retired.
9 Apr.	Griffin, Frederick	Chief cashier	£607 per annum.	Retired.
17 May	Marchant, William	Clerk	£268 per annum.	Resigned.
1924. LOCOMOTIVE BRANCH.				
2 Feb.	Burns, Cecil	Cleaner	1/9½ per hour	Deceased.
16 "	Rossiter, Lewis J.	Fitter	2/3½ per hour	Deceased.
19 "	Green, Gordon S. E.	Cleaner	1/9½ per hour	Resigned.
19 "	Honard, William	Striker	1/10 per hour	Retired.
28 "	Nelson, Norman	Fitter	2/4½ per hour	Discharged.
1 Mar.	Drysdale, David	Cleaner	1/9½ per hour	Resigned.
4 "	Sheehan, Felix	Fitter	2/4½ per hour	Dismissed.
10 "	Green, John	Wagon builder	2/2½ per hour	Resigned.
11 "	Newman, Joseph	Fitters' labourer	1/10½ per hour	Dismissed.
12 "	Ashley, William	Boilermaker	2/3½ per hour	Dismissed.
13 "	Allen, Frederick	Cleaner	1/9½ per hour	Dismissed.
14 "	McGrath, Jack	Cleaner	1/9½ per hour	Retired.
20 "	Cochrane, Richard J.	Fitters' labourer	1/10½ per hour	Resigned.



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Date.	Name.	Position.	Rate.	Remarks.
1924. LOCOMOTIVE BRANCH, RAILWAYS—continued.				
24 Mar.	Manning, James	Fitters' apprentice	2/31 per hour	Resigned.
25 "	Smith, Allan A.	Fireman	2/1 per hour	Dismissed.
26 "	Howlett, Ernest	Shop boy	1/1 per hour	Dismissed.
26 "	Fryer, Joseph	Cleaner	1/91 per hour	Dismissed.
28 "	Squire, Thomas	Labourer	1/91 per hour	Vacated position.
30 "	Gately, Albert E.	Oliversmith	2/21 per hour	Retired.
31 "	Peebles, Edgar	Moulders' apprentice	1/4 per hour	Discharged.
31 "	Hutchinson, James	Fireman	2/1 per hour	Resigned.
31 "	Shanks, Peter	Blacksmith	2/31 per hour	Retired.
1 Apr.	Easy, James	Driver	2/7 per hour	Retired.
1 "	McKenzie, Gordon	Chargeman	£353 per annum	Retired.
1 "	Gazzard, John	Car and wagon fitter	2/21 per hour	Retired.
1 "	Downie, Clarence	Fireman	2/1 per hour	Resigned.
2 "	Booth, John W.	Boilermakers' apprentice	1/81 per hour	Discharged.
3 "	Allen, Robert	Fitter	2/31 per hour	Resigned.
3 "	Matthews, Lambert	Striker	1/10 per hour	Retired.
3 "	Cox, James W.	Fireman	2/1 per hour	Resigned.
4 "	Sharp, James	Driver	2/7 per hour	Retired.
5 "	White, David	Car builder	2/31 per hour	Retired.
5 "	Hart, George	Blacksmith	2/41 per hour	Retired.
5 "	Kirkness, Frederick	Fitter	2/11 per hour	Resigned.
5 "	Idstein, Albert	Driver	2/7 per hour	Dismissed.
5 "	Faulkner, Arthur	Driver	2/4 per hour	Deceased.
5 "	Clark, David	Plumber	2/21 per hour	Resigned.
5 "	Chalmers, James	Fitter	2/41 per hour	Deceased.
7 "	Barrett, William	Car builders' apprentice	1/11 per hour	Discharged.
7 "	Stewart, Robert	Boilermakers' helper	1/11 per hour	Resigned.
7 "	Griffiths, Henry	Moulders' apprentice	1/11 per hour	Resigned.
7 "	Taylor, Lionel	Painters' apprentice	1/111 per hour	Resigned.
7 "	Ashley, Frederick	Car and wagon fitter	2/41 per hour	Resigned.
9 "	Tempest, Robert	Fitter	2/51 per hour	Retired.
9 "	Green, Aubrey	Fitters' apprentice	1/4 per hour	Discharged.
10 "	Anderson, Frederick	Structural steel worker	2/21 per hour	Resigned.
11 "	Geer, George S.	Messenger	1/81 per hour	Retired.
11 "	Smith, John J.	Head cleaner	1/101 per hour	Retired.
12 "	Crouch, Herbert	Boilermakers' apprentice	1/81 per hour	Discharged.
14 "	Jones, James	Fitter	2/41 per hour	Resigned.
14 "	Stewart, Joseph	Call boy	1/1 per hour	Resigned.
14 "	Murray, Francis	Shop boy	-81 per hour	Resigned.
15 "	Walker, Alexander	Fitters' apprentice	1/4 per hour	Discharged.
16 "	Davies, Charles	Boilermakers' apprentice	-51 per hour	Resigned.
16 "	Alcock, James	Head cleaner	2/01 per hour	Retired.
17 "	Bradd, John	Painters' apprentice	-1111 per hour	Resigned.
17 "	Gearside, Percy	Car trimmer	2/21 per hour	Resigned.
21 "	McPherson, Edward	Driver	2/7 per hour	Deceased.
21 "	Nimmo, Raymond	Shop boy	-81 per hour	Resigned.
22 "	Harris, Frederick	Call boy	-61 per hour	Resigned.
23 "	Nettleship, Walter	Labourer	1/81 per hour	Retired.
23 "	Egan, Timothy	Fitters' apprentice	1/4 per hour	Discharged.
24 "	Knapton, Philip	Fitters' apprentice	-31 per hour	Resigned.
24 "	Ridley, Amos	Fuelman	1/10 per hour	Resigned.
24 "	Smith, Nicholas W.	Boilermakers' helper	1/101 per hour	Resigned.
24 "	Barry, John	Shop boy	1/21 per hour	Resigned.
25 "	Campbell, Francis	Machinists' apprentice	-9 per hour	Resigned.
25 "	McKinnon, John	Driver	2/7 per hour	Retired.
26 "	Rafferty, Francis	Boilermaker	2/31 per hour	Resigned.
28 "	Turner, James	Patternmaker	2/51 per hour	Resigned.
29 "	Corry, William	Boilermakers' helper	1/101 per hour	Resigned.
29 "	Rees, Thomas	Striker	1/10 per hour	Dismissed.
30 "	Brownless, Hugh	Sub-foreman	£358 per annum	Dismissed.
30 "	Martin, Harold	Shop boy	1/21 per hour	Resigned.
30 "	Flint, Alfred	Assembler	1/111 per hour	Dismissed.
1 May	Shanks, William	Driver	2/7 per hour	Retired.
1 "	Levi, Andrew	Labourer	1/81 per hour	Resigned.
1 "	Mahon, Patrick	Boilermakers' helper	1/101 per hour	Retired.
2 "	Bush, Ernest	Painters' apprentice	1/51 per hour	Discharged.
2 "	Weale, George	Engine trimmer	1/101 per hour	Retired.
3 "	McDonagh, Charles	Striker	1/10 per hour	Resigned.
3 "	Leach, James	Labourer	1/81 per hour	Dismissed.
3 "	Lovelock, Charles	Machinists' apprentice	-31 per hour	Resigned.
3 "	Olsson, Oscar	Fitters' apprentice	1/81 per hour	Discharged.
3 "	Wynne, Hedley	Boilermakers' apprentice	1/4 per hour	Discharged.
6 "	Strathen, Matthew	Boilermakers' helper	1/101 per hour	Deceased.
6 "	Munro, Harold R.	Fitters' apprentice	-51 per hour	Resigned.
7 "	Tully, John	Driver	2/7 per hour	Deceased.
7 "	Hunt, Patrick	Driver	2/7 per hour	Deceased.
8 "	Hutton, John	Fitters' labourer	1/111 per hour	Deceased.
9 "	Horne, Sidney	Blacksmith	2/41 per hour	Resigned.
10 "	McGeorge, Thomas H.	Call boy	-81 per hour	Dismissed.
10 "	Jervis, Jonathan	Painter	2/41 per hour	Retired.
10 "	Hughes, John	Fireman	2/1 per hour	Retired.
10 "	Heraghty, Verdi	Fitters' apprentice	1/4 per hour	Discharged.
11 "	Brown, Alfred J.	Labourer	1/81 per hour	Retired.
11 "	O'Driscoll, Cornelius	Cleaner	1/91 per hour	Resigned.
14 "	Sell, Harry	Driver	2/7 per hour	Retired.
15 "	Freeman, John	Chargeman	£353 per annum	Deceased.
16 "	Stuart, Alexander	Machinists' apprentice	-51 per hour	Resigned.
16 "	Fuller, James	Labourer	1/91 per hour	Deceased.
16 "	Angelo, Gustavus	Fireman	2/1 per hour	Dismissed.
17 "	Smith, Thomas	Boilermakers' apprentice	1/4 per hour	Discharged.
17 "	Anderson, Allan	Fitters' apprentice	1/11 per hour	Discharged.
20 "	Coulton, George J.	Fuelman	1/10 per hour	Resigned.
20 "	Dalton, Martin J.	Cleaner	1/91 per hour	Resigned.
20 "	Huntriss, Frederick	Fitters' labourer	1/11 per hour	Deceased.
22 "	Smith, Daniel	Washout-man	1/111 per hour	Resigned.
23 "	Thompson, Reginald	Fitters' apprentice	1/4 per hour	Discharged.
23 "	Huntley, Percival	Boilermakers' helper	1/101 per hour	Retired.
24 "	Holder, John	Driver	2/7 per hour	Retired.
26 "	Turner, William	Car builders' apprentice	-101 per hour	Resigned.
27 "	McLoughlin, Robert	Clerk	£233 per annum	Resigned.
27 "	Parsons, Frederick	Labourer	1/81 per hour	Deceased.
28 "	Gant, Thomas	Gasfitter	2/31 per hour	Retired.
28 "	Petersen, Raymond	Call boy	-11 per hour	Dismissed.
30 "	Hannell, Eric	Fireman	2/1 per hour	Resigned.
31 "	Liver, Tom J.	Fitters' apprentice	1/4 per hour	Discharged.
31 "	Clissold, Wesley	Car builders' apprentice	1/11 per hour	Discharged.
2 June	McKeon, William	Forgers' assistant	1/111 per hour	Deceased.
2 "	Dollison, Leslie	Saw-mill labourer	1/91 per hour	Retired.
3 "	May, Leonard	Car trimmers' apprentice	1/81 per hour	Discharged.
3 "	James, Ronald	Shed labourer	1/81 per hour	Resigned.
3 "	Morgan, Frederick	Striker	1/10 per hour	Resigned.
5 "	Burwood, Vere N.	Cleaner	1/91 per hour	Resigned.
5 "	Bayliss, Aubrey	Boilermakers' apprentice	1/4 per hour	Discharged.
5 "	Davies, Isaac	Driver	2/7 per hour	Retired.
6 "	Campbell, Alexander	Turner	2/41 per hour	Resigned.
6 "	Heydon, Francis	Boilermakers' apprentice	-31 per hour	Resigned.



Date.	Name.	Position.	Rate.	Remarks.
1924. LOCOMOTIVE BRANCH, RAILWAYS.—continued.				
6 June	Crossley, William	Steam shed inspector	£468 per annum	Retired.
9 "	Plunkett, Richard	Coppersmiths' apprentice	1/84 per hour	Discharged.
10 "	Hayman, John	Fitter	2/44 per hour	Resigned.
11 "	Stewart, Joseph	Driver	2/7 per hour	Retired.
13 "	Smith, Wilfred	Shop boy	1/44 per hour	Resigned.
14 "	Smith, Ronald G.	Shop boy	1/24 per hour	Resigned.
14 "	Moffatt, William	Coppersmith	2/54 per hour	Resigned.
14 "	Collins, John	Car builders' apprentice	1/84 per hour	Discharged.
20 "	Alcock, Archibald	Labourer	1/84 per hour	Resigned.
21 "	Tattersall, James	Striker	1/10 per hour	Resigned.
21 "	Mooney, Thomas	Fitters' apprentice	1/4 per hour	Discharged.
26 "	Chapman, Arthur	Fuelman	1/10 per hour	Resigned.
26 "	Douglas, George	Fitters' apprentice	1/4 per hour	Discharged.
1924. PERMANENT WAY BRANCH, RAILWAYS.				
5 Feb.	Bentley, John	Fettler	1/94 per hour	Retired.
13 "	Harvey, Reginald	Bridge laborer	1/94 per hour	Resigned.
20 "	Dickson, Robin	Clerk	£308 per annum	Retired.
17 Mar.	Churchland, Alfred	Fettler	1/10 per hour	Resigned.
26 "	Maskell, Thomas	Structural steel workers' assistant	1/10 per hour	Resigned.
29 "	Blight, William	Fettler	1/10 per hour	Resigned.
31 "	Jensen, William	Fettler	1/94 per hour	Dismissed.
31 "	Wolloms, James	Fettler	1/10 per hour	Resigned.
1 Apr.	Wilkes, George	Fettler	1/94 per hour	Resigned.
1 "	Bowen, James	Fettler	1/94 per hour	Retired.
2 "	Leary, John	Fettler	1/94 per hour	Resigned.
2 "	Devitt, John A.	Plumber	2/24 per hour	Resigned.
2 "	Munro, William	Fettler	1/94 per hour	Resigned.
4 "	McCann, John	Labourer	1/84 per hour	Retired.
5 "	Atkinson, Horzee	Plumbers' boy	1/44 per hour	Discharged.
5 "	Caine, John	Fence	1/10 per hour	Retired.
7 "	Woods, Denis	Carpenters' apprentice	1/54 per hour	Resigned.
9 "	Sheldrick, William	Fettler	1/94 per hour	Retired.
9 "	Ings, Silas	Fettler	1/94 per hour	Retired.
10 "	Le Roy, John H.	Fettler	1/10 per hour	Resigned.
11 "	Griggs, James	Labourer	1/84 per hour	Retired.
12 "	Mannix, Lawrence	Bridge improver	1/44 per hour	Discharged.
12 "	Hicks, Reuben	Ganger	1/114 per hour	Resigned.
17 "	Ward, Alfred	Fettler	1/94 per hour	Dismissed.
18 "	Fielder, Frederick	Fettler	1/10 per hour	Resigned.
18 "	Tucker, Walter	Labourer	1/84 per hour	Dismissed.
22 "	Gavenlock, Wilfred	Fettler	1/94 per hour	Dismissed.
24 "	Thomas, David	Fettler	1/94 per hour	Resigned.
26 "	Arnold, Jack	Fettler	1/94 per hour	Retired.
27 "	Denny, George	Fettler	1/94 per hour	Resigned.
29 "	Nelson, George	Fettler	1/10 per hour	Resigned.
1 May	Wickland, Christian C.	Fettler	1/94 per hour	Retired.
2 "	Millgate, Samuel	Labourer	1/94 per hour	Deceased.
3 "	Scott, Charles	Plumbers' apprentice	1/9 per hour	Resigned.
7 "	Taylor, Donald	Fettler	1/94 per hour	Retired.
7 "	Wilson, Robert J.	Fettler	1/94 per hour	Deceased.
8 "	Harrington, James K.	Clerk	£308 per annum	Dismissed.
8 "	Moore, Arthur S.	Fettler	1/94 per hour	Resigned.
9 "	Anable, George	Bricklayer	2/54 per hour	Retired.
10 "	Birch, James	Ganger	1/114 per hour	Retired.
12 "	Snadden, Andrew	Fettler	1/94 per hour	Resigned.
18 "	O'Sullivan, Denis	Labourer	1/84 per hour	Retired.
20 "	Peters, Thomas	Fettler	1/94 per hour	Resigned.
21 "	Murray, John	Fettler	1/94 per hour	Resigned.
22 "	Crilly, James	Fettler	1/10 per hour	Resigned.
22 "	Northwood, Edward	Ganger	1/114 per hour	Retired.
24 "	Francis, Phillip	Fettler	1/94 per hour	Retired.
25 "	Smith, Walter	Striker	1/10 per hour	Resigned.
26 "	Hill, John	Fettler	1/10 per hour	Resigned.
31 "	Gleeson, James R.	Fettler	1/10 per hour	Resigned.
5 June	Delaney, William	Ganger	2/1 per hour	Deceased.
10 "	James, William	Fettler	1/94 per hour	Resigned.
10 "	Burns, Patrick	Sub-inspector	£388 per annum	Deceased.
12 "	Arnett, Charles V.	Fettler	1/94 per hour	Resigned.
16 "	Firth, Arthur J.	Draftsman	£468 per annum	Retired.
16 "	Smith, Cecil R.	Fettler	1/10 per hour	Resigned.
16 "	O'Brien, Thomas P.	Fettler	1/94 per hour	Resigned.
16 "	Constable, Arthur	Fettler	1/10 per hour	Resigned.
18 "	Crew, Alfred	Fettler	1/94 per hour	Retired.
18 "	Hill, George D.	Fettler	1/94 per hour	Resigned.
21 "	Skeats, Cecil R.	Fettler	1/94 per hour	Resigned.
21 "	Kunz, Joseph	Fettler	1/94 per hour	Resigned.
1924. TRAFFIC BRANCH, RAILWAYS.				
13 Mar.	Faucett, Stephen	Junior porter	8/6 per day	Resigned.
20 "	Tee, Edward	Junior porter	7/4 per day	Resigned.
20 "	Catmore, Arthur W.	Junior porter	7/4 per day	Resigned.
24 "	Robinson, Thomas	Adult shunter	15/2 per day	Resigned.
25 "	Smith, Leslie C.	Junior porter	5/11 per day	Resigned.
27 "	Codrington, Richard	Adult shunter	15/2 per day	Resigned.
27 "	Higgins, Charles A.	Junior porter	7/4 per day	Resigned.
28 "	Green, Samuel A.	Guard	15/8 per day	Resigned.
29 "	Lane, Sydney E.	Junior porter	8/6 per day	Dismissed.
1 Apr.	Churchill, Jane E.	Gatekeeper	14/11 per week	Resigned.
2 "	Draper, Leslie M.	Guard	15/8 per day	Resigned.
2 "	Parkis, John B.	Stores and ambulance officer	£308 per annum	Retired.
2 "	Kearney, Peter A.	Adult shunter	15/2 per day	Resigned.
3 "	Harper, James	Guard	16/2 per day	Retired.
4 "	Farquharson, Hector	Junior clerk	£131 per annum	Resigned.
5 "	Parkes, Walter J.	Junior porter	4/9 per day	Dismissed.
5 "	Prisley, Wilfred E.	Junior porter	7/4 per day	Resigned.
5 "	Richards, Alice M.	Attendant	22/4 per week and quarters.	Resigned.
8 "	O'Keefe, John D.	Clerk	£232 per annum	Resigned.
8 "	Wilson, Bridget	Attendant and gatekeeper	29/7 per week and quarters.	Retired.
8 "	Naylor, Martha G.	Gatekeeper	4/8 per week and quarters.	Resigned.
9 "	Rooney, Clara J.	Gatekeeper	12/5 per week and quarters.	Resigned.
9 "	Doggan, Stanley H.	Junior porter	7/4 per day	Resigned.
10 "	Garrity, Alphonsus	Clerk	£248 per annum	Dismissed.
11 "	Goode, Charles	Junior clerk	£106 per annum	Resigned.
12 "	LeMoine, Robert L.	Porter	14/2 per day	Resigned.
12 "	McCallum, David	Gatekeeper	13/8 per day	Dismissed.
14 "	Walker, William T.	Station master	£298 per annum and quarters.	Retired.
16 "	O'Connor, John J.	Junior clerk	£164 per annum	Resigned.
17 "	Rainsford, Meryick	Porter	14/8 per day	Resigned.
18 "	Jones, Ada	Gatekeeper	4/8 per week and quarters.	Retired.



Date.	Name.	Position.	Rate.	Remarks.
1924. TRAFFIC BRANCH, RAILWAYS—continued.				
18 Apr.	Daley, Neil L.	Station-master	£298 per annum and quarters.	Vacated position.
19 "	Kirby, Jeffery W.	Porter	13/8 per day	Resigned.
21 "	Groves, Allan	Adult shunter	15/2 per day	Resigned.
21 "	Hopkins, Herbert J.	Junior porter	4/9 per day	Resigned.
23 "	Shellard, Edward C.	Clerk	£428 per annum	Retired.
24 "	Raines, Lucy	Gatekeeper	14/11 per week	Resigned.
26 "	McBride, James	Porter	14/2 per day	Deceased.
28 "	Maurer, Aubrey	Junior porter	5/11 per day	Resigned.
28 "	Jeffrey, Frank	Porter	14/2 per day	Dismissed.
29 "	McKean, Kenneth R.	Junior porter	7/4 per day	Resigned.
29 "	Whalan, David	Ticket collector	15/2 per day	Dismissed.
30 "	Coughtrie, David	Shunter	15/2 per day	Dismissed.
30 "	Phillips, Frederick	Junior porter	5/11 per day	Dismissed.
1 May	Fitzpatrick, Richard	Porter	14/2 per day	Dismissed.
1 "	Byrnes, Eliza	Car cleaner	10/3 per day	Retired.
2 "	Watson, Alfred J.	Clerk	£218 per annum	Resigned.
3 "	Gannon, Joseph	Junior porter	5/11 per day	Dismissed.
6 "	Will, Albert	Clerk	£308 per annum	Dismissed.
7 "	McCrossin, Malcolm	Junior porter	7/4 per day	Resigned.
9 "	Hudson, Gerald B.	Junior clerk	£193 per annum	Resigned.
10 "	Dehn, William H.	Porter	14/2 per day	Resigned.
11 "	Wornes, Mary J.	Gatekeeper	19/9 per week and quarters.	Retired.
11 "	Hughes, Norman	Clerk	£308 per annum	Retired.
12 "	Thomas, Emily J.	Gatekeeper	42/2 per week and quarters.	Retired.
14 "	Ward, Lewis A.	Porter	14/8 per day	Dismissed.
15 "	Sturt, Alfred G.	Junior porter	4/1 per day	Dismissed.
15 "	Frazer, Oswald K.	Junior porter	7/4 per day	Dismissed.
17 "	Cook, Arthur S.	Junior porter	7/4 per day	Dismissed.
17 "	Huxley, James	Night officer	£308 per annum	Retired.
17 "	Stevenson, William	Leading porter	15/2 per day	Retired.
17 "	Pollock, Vincent T.	Porter	14/2 per day	Resigned.
17 "	Daly, Claude W.	Junior porter	8/6 per day	Dismissed.
17 "	Cooper, Edward A.	Porter	14/2 per day	Dismissed.
18 "	Donoghue, Mary	Gatekeeper	12/5 per week and quarters.	Retired.
19 "	Armstrong, George	Assistant Superintendent, goods and live-stock transportation.	£518 per annum	Retired.
20 "	McCrae, Edwin A.	Watchman	14/1 per day	Resigned.
20 "	Turner, Emily M.	Gatekeeper	12/5 per week and quarters.	Resigned.
21 "	Blumer, Winifred A.	Attendant	15/1 per week and quarters.	Deceased.
22 "	Goodhead, Frederick	Porter	14/2 per day	Dismissed.
23 "	McAtamney, William	Porter	13/8 per day	Resigned.
23 "	Bower, Horace	Junior porter	4/9 per day	Dismissed.
24 "	Taylor, Herbert C.	Porter	14/2 per day	Resigned.
24 "	Junor, Frederick	Station-master	£535 per annum and £70 rent.	Retired.
25 "	Culnane, Charles A.	Clerk	£388 per annum	Retired.
26 "	Plummer, Ralph E.	Junior porter	5/11 per day	Resigned.
26 "	Harrison, Cyril W.	Junior porter	4/1 per day	Resigned.
26 "	Baker, Roy R.	Junior porter	7/4 per day	Dismissed.
28 "	McCarrow, Leo D.	Junior porter	7/4 per day	Dismissed.
28 "	Hockey, Frederick	Junior clerk	£106 per annum	Resigned.
30 "	Dean, Edward W.	Porter	14/2 per day	Deceased.
30 "	Dunlop, Robert	Adult shunter	15/2 per day	Deceased.
31 "	Knight, Archibald	Adult shunter	15/2 per day	Resigned.
31 "	Ryan, Cecil A.	Junior porter	7/4 per day	Dismissed.
2 June	Fitzsimmons, Elsie	Gatekeeper	4/8 per week and quarters.	Resigned.
3 "	Smith, Mary L.	Gatekeeper	7/6 per week and quarters.	Deceased.
3 "	House, William	Station-master	£378 per annum and quarters.	Deceased.
4 "	Brett, Ernest O.	Night officer	£248 per annum	Resigned.
4 "	McIntyre, Leslie T.	Porter	14/2 per day	Dismissed.
4 "	Burton, Amy	Gatekeeper	4/8 per week and quarters.	Resigned.
4 "	Symons, Robert M.	Junior clerk	£131 per annum	Resigned.
4 "	Harris, Victor L.	Station-master	£298 per annum and quarters.	Deceased.
6 "	Magee, Ada	Office cleaner	19/- per week	Resigned.
6 "	Mulholland, Frederick	Junior porter	4/9 per day	Resigned.
7 "	Lard, Florence G.	Attendant	7/9 per week and quarters.	Resigned.
7 "	Feeney, Caroline	Gatekeeper	4/8 per week and quarters.	Retired.
9 "	Barwick, Ashley H.	Adult shunter	15/2 per day	Dismissed.
12 "	Bentley, Ethel C.	Attendant	18/- per week.	Resigned.
12 "	Dean, Thomas H.	Station-master	£338 per annum and quarters.	Retired.
12 "	Burns, George E.	Station-master	£298 per annum and quarters.	Resigned.
14 "	Lawson, Eric E.	Porter	14/8 per day	Resigned.
14 "	Halsey, Reginald G.	Junior porter	8/6 per day	Resigned.
15 "	Ormsby, Robert P.	Station-master	£458 per annum and quarters.	Deceased.
15 "	Northwood, Emily	Gatekeeper	12/5 per week and quarters.	Retired.
16 "	Smith, Robert G.	Junior porter	10/3 per day	Dismissed.
16 "	Twyford, Annie	Gatekeeper	15/1 per week and quarters.	Retired.
17 "	Pickering, Allan R.	Junior porter	7/4 per day	Resigned.
18 "	Rawkin, Harry E.	Porter	14/2 per day	Resigned.
19 "	Bether, Arthur W.	Junior porter	5/11 per day	Resigned.
20 "	Smith, Edward F.	Junior porter	7/4 per day	Dismissed.
20 "	O'Dwyer, Phillip R.	Porter	14/2 per day	Resigned.
20 "	Desmond, Gadelia	Gatekeeper	1/8 per week and quarters.	Resigned.
21 "	Williams, Horace M.	Junior porter	7/4 per day	Dismissed.
25 "	Shorrocks, Cecil J.	Junior porter	8/6 per day	Resigned.
1924. SIGNALLING BRANCH, RAILWAYS.				
15 Mar.	Brisbane, John	Fitter	2/3½ per hour	Dismissed.
21 "	Spence, John B.	Shop boy	-/11 per hour	Resigned.
28 "	Cowling, Harry C.	Fitter	2/3½ per hour	Resigned.
31 "	Spurway, George	Inspector	£478 per annum	Retired.
26 May	Millar, John B.	Fitter	2/3½ per hour	Resigned.
1924. ELECTRICAL BRANCH, RAILWAYS.				
26 Mar.	Maxwell, William	Acting electrical fitters labourer.	1/9½ per hour	Resigned.
10 May	Matthews, Samuel	Battery labourer	1/10 per hour	Resigned.



Date.	Name.	Position.	Rate.	Remarks.
STORES BRANCH, RAILWAYS.				
1924.	Steel, Montague .....	Storeman .....	1/11½ per hour	Retired.
3 Apr.	Joyner, William .....	Acting 4th class storeman	£233 per annum.	Resigned.
GENERAL BRANCH.				
1924.	McGrigor, Thomas .....	Clerk (Statistical) .....	£308 per annum.	Deceased.
TRAFFIC BRANCH, TRAMWAYS.				
1924.	Arnold, Jack H. ....	Conductor .....	2/- per hour	Dismissed.
26 Feb.	Moss, William P. ....	Conductor .....	1/11½ per hour	Dismissed.
8 Mar.	Armstrong, Thomas H. ....	Conductor .....	1/11½ per hour	Dismissed.
18 "	Jones, Lewis .....	Conductor .....	1/11½ per hour	Dismissed.
21 "	Carter, Alfred J. ....	Conductor .....	1/11½ per hour	Dismissed.
21 "	Whiteley, Harold .....	Conductor .....	1/11½ per hour	Dismissed.
24 "	Groat, Walter .....	Conductor .....	1/11½ per hour	Resigned.
25 "	Rath, Leonard .....	Conductor .....	1/11½ per hour	Resigned.
26 "	Pate, Sydney A. ....	Electric driver .....	2/0½ per hour	Resigned.
1 Apr.	Page, Edward A. ....	Conductor .....	1/11½ per hour	Resigned.
1 "	Smith, Henry S. ....	Conductor .....	1/11½ per hour	Resigned.
4 "	Kirkpatrick, Archibald .....	Depôt master .....	£468 per annum.	Retired.
5 "	Clemow, Herbert L. ....	Conductor .....	1/11½ per hour	Dismissed.
5 "	McKnight, Thomas J. ....	Conductor .....	1/11½ per hour	Resigned.
7 "	McIntosh, Richard .....	Conductor .....	1/11½ per hour	Resigned.
7 "	Potts, Clarence W. ....	Conductor .....	1/11½ per hour	Resigned.
8 "	Stephens, Thomas W. ....	Electric driver .....	2/0½ per hour	Resigned.
12 "	Rogers, Alfred C. ....	Electric driver .....	2/0½ per hour	Resigned.
12 "	Mitchell, Henry J. ....	Conductor .....	1/11½ per hour	Dismissed.
23 "	Manfield, John .....	Conductor .....	2/- per hour	Dismissed.
23 "	Brady, James .....	Electric driver .....	2/0½ per hour	Retired.
24 "	Chapman, John R. ....	Conductor .....	1/11½ per hour	Dismissed.
24 "	Jackson, Clifford B. ....	Conductor .....	1/11½ per hour	Resigned.
24 "	Green, John .....	Fettler .....	1/11½ per hour	Resigned.
24 "	Mitsellburg, Henry .....	Fettler .....	£164 per annum.	Resigned.
28 "	Worrall, Clarence R. ....	Junior clerk .....	1/11 per hour	Resigned.
2 May	Snape, Harry M. ....	Conductor .....	1/11 per hour	Dismissed.
6 "	Simpson, William G. ....	Conductor .....	1/11 per hour	Resigned.
8 "	Fuller, George .....	Conductor .....	2/1½ per hour	Resigned.
8 "	Allen, Frederick .....	Ganger .....	1/11½ per hour	Resigned.
15 "	Goodwin, Phillip E. ....	Conductor .....	2/0½ per hour	Resigned.
16 "	Kohn, August J. ....	Electric driver .....	2/0½ per hour	Resigned.
16 "	Welsh, Cyril B. ....	Electric driver .....	2/0½ per hour	Resigned.
21 "	Rose, Henry J. ....	Electric driver .....	2/0½ per hour	Retired.
3 June	Munton, William R. ....	Conductor .....	1/11 per hour	Resigned.
5 "	Lambit, Alexander .....	Conductor .....	1/11 per hour	Resigned.
5 "	Callaby, Roscoe H. ....	Conductor .....	1/11 per hour	Resigned.
6 "	Murray, Jack W. ....	Conductor .....	1/11 per hour	Resigned.
10 "	McGoldrick, Ernest J. ....	Conductor .....	1/11 per hour	Deceased.
18 "	Hefferman, Cyril B. ....	Conductor .....	1/11 per hour	Resigned.
20 "	Crooke, Alfred J. ....	Conductor .....	1/11 per hour	Retired.
28 "	Black, James .....	Motor cleaner .....	1/4½ per hour	Resigned.
ELECTRICAL BRANCH, TRAMWAYS.				
1924.	Domigan, John .....	Engineman .....	2/1½ per hour	Retired.
26 Jan.	Ferrier, Roy .....	Cleaner .....	-/11½ per hour	Discharged.
26 Feb.	Walls, Richard .....	Cleaner .....	1/1½ per hour	Discharged.
29 "	Greiner, Sydney .....	Cleaner .....	1/1½ per hour	Discharged.
29 "	Loneragan, John W. ....	Cleaner .....	-/11½ per hour	Resigned.
29 "	Garrod, Benjamin .....	Cleaner .....	-/7½ per hour	Resigned.
29 "	Thompson, Aubrey .....	Cleaner .....	-/7½ per hour	Resigned.
8 Mar.	Mathews, William G. ....	Cleaner .....	-/11½ per hour	Resigned.
10 "	Lennon, Robert .....	Cleaner .....	-/11½ per hour	Discharged.
12 "	Dale, Frederick G. ....	Cleaner .....	-/7½ per hour	Discharged.
18 "	Murray, Alfred T. ....	Cleaner .....	-/9½ per hour	Resigned.
20 "	Kearnes, Edward A. ....	Cleaner .....	1/1½ per hour	Resigned.
21 "	McKinnon, Duncan .....	Cleaner .....	-/11½ per hour	Resigned.
22 "	Heydon, John C. ....	Cleaner .....	-/7½ per hour	Resigned.
22 "	Rhodes, Thomas .....	Pitman .....	2/0½ per hour	Resigned.
22 "	O'Donnell, Denis .....	Cleaner .....	-/11½ per hour	Resigned.
24 "	Walsh, John J. ....	Cleaner .....	-/11½ per hour	Resigned.
25 "	Watson, Keith .....	Cleaner .....	-/7½ per hour	Resigned.
26 "	Kain, John J. ....	Cleaner .....	-/7½ per hour	Resigned.
2 Apr.	Doovey, Herbert .....	Cleaner .....	-/7½ per hour	Discharged.
3 "	Roberts, Garney .....	Cleaner .....	-/11½ per hour	Discharged.
5 "	Allan, Edward .....	Cleaner .....	-/11½ per hour	Discharged.
15 "	Craig, Henry .....	Water tender .....	2/1½ per hour	Retired.
18 "	McLean, James .....	Shift electrician .....	2/8½ per hour	Deceased.
28 "	Campbell, Thomas .....	Turners' apprentice .....	-/3½ per hour	Discharged.
29 "	Watson, John T. ....	Coach painter .....	2/4½ per hour	Retired.
30 "	Walsh, George .....	Blacksmith .....	2/4½ per hour	Retired.
5 May	Manning, Alfred J. ....	Cleaner .....	-/9½ per hour	Resigned.
6 "	Downer, Maurice .....	Cleaner .....	1/3½ per hour	Resigned.
9 "	Crozier, William .....	Cleaner .....	-/1½ per hour	Resigned.
15 "	Allison, John D. ....	Junior labourer .....	1/2½ per hour	Dismissed.
15 "	Doyle, Albert .....	Cleaner .....	-/11½ per hour	Resigned.
17 "	Ellis, Ernest J. ....	Sub-station junior .....	1/2½ per hour	Resigned.
23 "	Kain, James C. ....	Cleaner .....	-/9½ per hour	Resigned.
23 "	Purcell, Vincent .....	Cleaner .....	-/7½ per hour	Resigned.
24 "	Higham, George .....	Cleaner .....	-/9½ per hour	Discharged.
27 "	Powell, Herbert .....	Cleaner .....	1/1½ per hour	Discharged.
27 "	Spiet, Frederick .....	Pitters' apprentice .....	1/4 per hour	Discharged.
30 "	McClure, Alfred .....	Cleaner .....	-/11½ per hour	Discharged.
30 "	Kelly, John A. ....	Cleaner .....	1/3½ per hour	Dismissed.
30 "	Haens, John .....	Electrical mechanics' ap- prentice .....	1/4 per hour	Discharged.
30 "	Ballantyne, Edward .....	Foreman's clerk .....	1/11½ per hour	Deceased.
1 June	Love, Stewart .....	Electrical mechanics' ap- prentice .....	1/8½ per hour	Discharged.
3 "	Murden, Thomas .....	Foreman .....	£448 per annum.	Deceased.
4 "	Haycox, William H. ....	Cleaner .....	-/11½ per hour	Discharged.
10 "	Poore, Alfred .....	Cleaner .....	1/5½ per hour	Dismissed.
13 "	Roach, Vincent .....	Cleaner .....	-/11½ per hour	Resigned.
13 "	Speerin, Ernest .....	Cleaner .....	-/9½ per hour	Dismissed.
18 "	Rohan, Joseph .....	Cleaner .....	-/11½ per hour	Resigned.
22 "	Williams, William .....	Electrical mechanics' ap- prentice .....	1/4 per hour	Discharged.
PERMANENT-WAY BRANCH, TRAMWAYS.				
1924.	Poole, John C. ....	Labourer .....	1/9½ per hour	Resigned.
8 Mar.	Edwards, George .....	Fettler .....	1/9½ per hour	Retired.
2 Apr.	O'Brien, Edward A. ....	Labourer .....	1/9½ per hour	Resigned.
10 "	Jones, Horace E. ....	Labourer .....	1/9½ per hour	Resigned.
7 May	Cambev, Henry A. ....	Labourer .....	1/9½ per hour	Deceased.
7 "	Gray, Henry A. ....	Labourer .....	1/9½ per hour	Resigned.
17 "	Malden, Norman .....	Labourer .....	1/9½ per hour	Resigned.
17 "	Meek, John R. ....	Labourer .....	1/9½ per hour	Resigned.
21 "	Shridan, Daniel .....	Labourer .....	1/9½ per hour	Resigned.
3 June	Southwell, Frederick P. ....	Fettler .....	£383 per annum.	Retired.
11 "	Griffiths, Thomas .....	Sub-inspector .....	1/9½ per hour	Resigned.
25 "	Duffy, George .....	Labourer .....	1/9½ per hour	Retired.
28 "	Ryan, Pierce, J. ....	Labourer .....	1/9½ per hour	Resigned.

Sydney: Alfred James Kent, Government Printer—1924.

1924.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAYS AND TRAMWAYS.

REPORT OF THE COMMISSIONERS FOR THE QUARTER  
ENDED 30TH SEPTEMBER, 1924.*Printed under No. 16 Report from Printing Committee, 6 November, 1924.*

Office of the Railway Commissioners for New South Wales,

Sydney, 31st October, 1924.

TO THE HONORABLE THE MINISTER FOR RAILWAYS,—

Sir,

In accordance with the provisions of Section 39 of the Government Railways Act, 1912, as amended by the Government Railways (Amendment) Act, 1916, and as subsequently amended, we have the honor to submit, for the information of Parliament, our Report for the quarter ended 30th September, 1924, upon the subjects specified, viz. :—

## STATE OF THE TRAFFIC.

RAILWAYS.						Quarter ended 30th September, 1924.	Quarter ended 30th September, 1923.	Increase.	Decrease.
Miles open	...	...	...	...	...	5,522½	5,376½	146	
Revenue									
{ Passenger									
{ Merchandise									
Expenditure	...	...	...	...	...	£2,724,426	£2,631,591	£92,835	
Train Miles run	...	...	...	...	...	5,357,188	5,181,098	176,090	
Earnings per train mile	...	...	...	...	...	11s. 3¼d.	14s. 5d.	...	1¼d.
Expenditure per train mile	...	...	...	...	...	10s. 2d.	10s. 1¾d.	¼d.	
Percentage—Expenditure to earnings	...	...	...	...	...	71·21	70·43	·78	
Number of passengers	...	...	...	...	...	31,751,051	30,908,598	845,453	
Tonnage of goods traffic	...	...	...	...	...	1,231,785	1,190,974	40,811	
Tonnage of coal and coke	...	...	...	...	...	2,147,290	2,099,906	47,384	
Tonnage of other minerals	...	...	...	...	...	452,673	382,753	69,920	
Tonnage of live stock traffic	...	...	...	...	...	145,892	173,072	...	27,180

TRAMWAYS.						Quarter ended 30th September, 1924.	Quarter ended 30th September, 1923.	Increase.	Decrease.
Miles open	...	...	...	...	...	228½	225	3½	
Revenue	...	...	...	...	...	£872,470	£853,853	£18,617	
Expenditure	...	...	...	...	...	£753,890	£731,194	£22,696	
Tram miles run	...	...	...	...	...	8,237,040	7,955,194	281,846	
Earnings per tram mile	...	...	...	...	...	2s. 1½d.	2s. 2¾d.	...	1½d.
Expenditure per tram mile	...	...	...	...	...	1s. 10d.	1s. 11d.	...	1d.
Percentage—Expenditure to earnings	...	...	...	...	...	86·41	85·63	·78	
Number of passengers carried	...	...	...	...	...	82,289,907	80,406,057	1,883,850	



## RAILWAYS.

## II.—GENERAL CONDITION OF THE LINES AND ACCOMMODATION FOR THE TRAFFIC.

The permanent way, bridges, buildings, wharves and fences have been efficiently maintained during the quarter. Good progress has been made in the work of relaying, resleepering, and reballasting.

The quadruplication work between Rockdale and Hurstville has proceeded, the earthworks being practically completed. The alterations at Hurstville are in hand and three platform roads are now in use.

The alterations to the station buildings at Carlton and Kogarah are proceeding and the overbridge at Kogarah is practically completed. The Harrow-road subway at Rockdale has been commenced.

The work in connection with the duplication between Thirroul and Wollongong has been completed.

The quadruplication of the lines between Flemington and Lidcombe has been completed and opened for traffic.

The widening of the existing platforms and footbridge, alterations to the existing station building at Lidcombe, and the rebuilding of one platform at Rookwood are proceeding.

The widening of the existing lines in connection with the electrification scheme is proceeding; the engine roads, Illawarra roads and Bankstown roads between the Illawarra Junction and Redfern having been lifted to their new formation level without speed reduction.

The new Milson's Point station has been opened for traffic.

The construction of the new locomotive Workshops, Signal Engineer's depot, and electric car repair shops, Chullora, continues to make progress.

Work in connection with the eastern carriage shed, Sydney Yard, new electric car shed, Mortdale, and carriage shed sidings at Punchbowl has been proceeded with.

The buildings in connection with the new station between Eskbank and Lithgow were practically completed and the footbridge and booking office are in hand.

The works in connection with the extensions of the White Bay Power House have made good progress; and roofing has been completed so far as to enable a commencement to be made with the erection of machinery. The Zarra-street Power House has been practically completed.

The conversion of the s.s. "Swallow" for conveying rolling stock over the Clarence River has been finished and the train ferry is now in use.

The branch line from Matakana to Mount Hope (10 miles 32 chains single line) has been closed for traffic.

*Departmental Coal Mine, Lithgow.*—All machinery and general plant in connection with the coal production at the upcast shaft has been maintained in an efficient manner. The housing for the new electric main and tail set is complete and a commencement made to erect the machinery. The concreting and arching operations on the north side of the downcast shaft have been completed to a length of 66 feet. Good progress has been made with the erection of screening plant in connection with the surface equipment. The output of coal is approximately 23,428 tons per month.

Other works necessary to provide additional accommodation for the traffic have also been proceeded with during the quarter.

## CITY AND SUBURBAN ELECTRIC RAILWAY.

The construction work on this railway has proceeded during the quarter.

*Bridges.*—The excavation for the northern half of the bridge over Cleveland-street has been completed, also the brickwork in abutments, piers and arches. The spandril fillings in parapet walls are in hand.

The footpath arches on each side of Eddy-avenue have been completed, the footwalks have been graded and asphalted, and the roads opened for pedestrian traffic. Arrangements are now being made for the construction of the two roadway piers for carrying the main arches.

The masonry-faced reinforced concrete arched bridge over Hay-street was completed, the roadway restored and the street reopened for traffic.

The reinforced concrete arch over Campbell-street has been completed during the period.

*Tunnels.*—The driving of the headings for the centre and side walls of the tunnel proceeding from Goulburn to Liverpool streets was commenced, and the opening out of the arched portion of the twin tunnels which are being pushed forward towards Goulburn-street from Liverpool-street was completed and concreted for an additional 90 feet.

The driving and lining of the twin tunnels under Park-street have been completed. The excavation of the remaining portion between Park-street and St. James' station is completed on the down side, and the east side wall and centre wall have been concreted up to the double track tunnel. Considerable portions of the 31 feet, 27 feet and 19 feet and single arches have been completed.

CITY

CITY AND SUBURBAN ELECTRIC RAILWAY—*continued.*

The cut-and-cover on the Up City East side south of St. James' station has been completed and the tunnel concreted. The lining of this tunnel is now complete from Liverpool-street to St. James' station. Additional excavation is now being carried out in the Down City East side close to the junction with the crossover from the Down Eastern Suburbs.

The driving and concreting of the tunnels from St. James' station towards Circular Quay has now reached a point on the boundary between Sydney Hospital and Parliament House.

*Stations.*—Progress was made with the reinforced concrete work in the northern concourse of Central Station.

The excavation of the subways on the south-western side of the Liverpool-street station has been pushed forward and completed for a length of about 140 feet.

The concreting of the reinforced arch piers in the St. James' station has been carried forward and completed to within 50 feet of the north end of the station. The concreting of the reinforced main arches of this station was commenced.

*General.*—Progress was made in connection with the circulating water intake to Ultimo Tower House.

The masonry-faced overhead construction from the northern footpath arch of Eddy-avenue bridge to the northern end of Campbell-street bridge is nearly completed, and the erection of the mounded parapet continued throughout the entire length.

The general excavation for the Railway Administrative buildings was proceeded with, also concreting of retaining walls and footings of the main columns.

## RAILWAY CONSTRUCTION.

The construction of new lines of railway has been proceeded with as follows :

	Miles.	Chains.
Glenreagh to Dorrigo ... ..	42	76
Molong to Dubbo ... ..	80	12
Regent's Park to Cabramatta ... ..	5	54
Sydenham to Botany ... ..	5	16
The Rock to Pulletop... ..	26	10
Roslyn to Taralga ... ..	15	66
Richmond to Kurrajong ... ..	7	...
Castle Hill to Rogan's Hill ... ..	...	77
Trida to Menindee ... ..	156	1

*Glenreagh to Dorrigo Railway.*—The earthworks have been practically completed, and the rails laid into Dorrigo. All steel bridges have been completed and ballasting has proceeded over the last 10 miles. Station buildings are in hand.

*Molong to Dubbo.*—The rails have been laid throughout. Full ballast has been laid for 45 miles, the remainder requiring boxing up only. Station buildings are in hand, these as far as Yeoval approaching completion.

*Trida to Menindee.*—Platelaying is proceeding; the rails having been laid over a distance of 40 miles. Earthworks and station yards are also in hand. The plant necessary for the bridge over the Darling River at Menindee has been assembled and portions are now on the works.

*Regent's Park to Cabramatta and Enfield.*—With the exception of some additions to station buildings and a siding at Regent's Park, all work is finished.

*The Rock to Pulletop.*—Platelaying has been recommenced and is now proceeding towards Westby.

*Sydenham to Botany.*—The work is proceeding on the steel bridge over the Illawarra line and also at the bridge over Botany-road. The embankments between these points are being made up.

*Richmond to Kurrajong.*—The earthworks are nearly finished and work is in hand in the station yards at North Richmond and Kurrajong. Rails have been laid towards the Hawkesbury River where a new bridge is to be built.

*Castle Hill to Rogan's Hill.*—The earthworks and waterways are finished, the rails are laid throughout, and ballasting about half done.

*Roslyn to Taralga.*—Progress has been made with the earthworks and waterways. The alterations to the Roslyn station yard have been completed.

The trial surveys from Grafton to Killarney, Cooma to Adaminaby and Dalgety, Regent's Park to Bankstown deviation were practically completed and the following surveys are proceeding, namely, Kyogle to Richmond Gap, Uranquinty to Moon's Siding, and Camurra to Boggabilla.



## III.—SPECIAL RATES AND FARES,

A statement of the special rates and fares, and the reasons for making the same, will be found attached as an Appendix (No. 1), page 5.

## IV.—STAFF.

These returns are given as an Appendix (No. 2), pages 6 to 17.

## GENERAL REMARKS.

The earnings for the quarter show an increase of £89,439, and the expenditure an increase of £92,835 as compared with the corresponding quarter of the previous year. This latter increase is due principally to cost of increase of traffic and the basic wage.

Coaching traffic shows an increase of £40,653, made up of increases in first-class passengers, £7,497; second-class passengers, £8,585; and miscellaneous, £24,571.

The earnings from goods traffic showed an increase of £48,786, made up as follows:—Increases—General merchandise, £41,780; produce, £17,162; wool, £60,626; coal and coke, £9,054; and minerals, other than coal and coke, £16,194. Decreases—Hay, straw and chaff, £45,806; live stock, £49,210; miscellaneous, £1,014.

The tonnage carried for the quarter shows an increase of 130,935 tons, of which the details are:—Increases—General merchandise, 21,913 tons; produce, 52,801 tons; wool, 14,738 tons; coal and coke, 47,384 tons; minerals, other than coal and coke, 69,920 tons. Decreases—Hay, straw and chaff, 48,641 tons; live stock, 27,180 tons.

The train mileage for the quarter shows an increase of 176,090 miles, and the number of passengers carried, an increase of 845,453 over the corresponding quarter of last year

## TRAMWAYS.

The tramway earnings for the quarter show an increase of £18,617, and the expenditure an increase of £22,696 over the previous year's quarter. The increase in expenditure is mainly due to a Federal Award, increase in the basic wage, and the cost of increased traffic.

The tramway mileage for the quarter increased by 281,846 miles, and the number of passengers carried by 1,883,850.

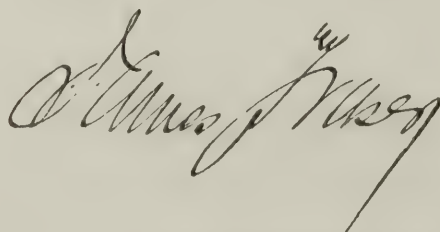
The tonnage of goods, the property of the Crown, carried over the tramways during the quarter was 360 tons; the revenue derived from the carriage of such goods amounted to £68, and the cost of carriage to £55.

The extension from Bourke-place to Zetland and to Crewe-place, Rosebery, a distance of 61½ chains was opened for traffic on 15th September, 1924.

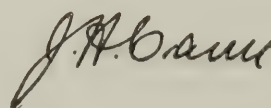
We have the honor to be,

Sir,

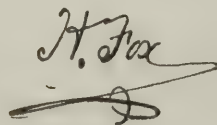
Your most obedient servants,



Chief Railway Commissioner.



Assistant Railway Commissioner.



Assistant Railway Commissioner.

## APPENDIX I.

## NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

STATEMENT of Special Rates and Fares approved during the Quarter ended 30th September, 1924.

Traffic.	Particulars and Rate.	Reason for Rate.
Medical students who have not passed the final examination, and who are attending hospital lectures during vacation.	School vacation fares.....	To equalise rates and encourage traffic.
Flowers from Hazelbrook to Sydney City Mission, for distribution amongst sick and poor.	One-quarter parcels rates .....	
Coal in departmental trucks, Kandos Colliery to local cement works.	11s. 8d. per four-wheeled truck per day or part thereof .....	
Shunting, Co-operative Cold Stores Siding, Batlow.	1s. 2d. per truck, maximum 5s. 10d. for every fifteen minutes or part thereof.	



## APPENDIX II.

## NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Section 39 of the Government Railways Act, 1912, as amended by the Government Railways (Amendment) Act, 1916, showing the Appointments and Removals of Employees for the quarter ended 30th September, 1924.

## APPOINTMENTS.

Date.	Name.	Position.	Rate.	Date.	Name.	Position.	Rate.
1924.				1924.			
CHIEF ACCOUNTANT'S BRANCH.				LOCOMOTIVE BRANCH, RAILWAYS—continued.			
1 Sept.	Grieve, Eric D.	Junior clerk	£106 per annum.	21 July	Murphy, John C.	Fuelman	1/10 per hour.
TRAFFIC AUDITOR'S BRANCH.				21 "	Hall, Alfred W.	Labourer	1/8d. per hour.
1 July	Porter, Kyle W.	Junior clerk	£106 per annum.	22 "	Scanlon, Edward	Pumper	1/11 per hour.
1 "	Bergelin, Collin	Junior clerk	£106 per annum.	22 "	Walker, Alexander J.	Fitter	2/4d. per hour.
1 "	Stoane, Carl	Junior clerk	£78 per annum.	22 "	Pennay, William E.	Call boy	1/1 per hour.
1 "	Lyons, Vincent	Junior clerk	£78 per annum.	24 "	O'Brien, Arthur E.	Call boy	8d. per hour.
1 "	Wilson, Edward	Junior clerk	£78 per annum.	25 "	Hamblyn, Frederick	Boilermakers' apprentice	3d. per hour.
1 "	Edwards, Noel	Junior clerk	£78 per annum.	25 "	Dooley, Ernest W.	Fitter	2/4d. per hour.
1 "	O'Sullivan, John S.	Junior clerk	£78 per annum.	25 "	Eade, Clifford	Storeman	1/10d. per hour.
LOCOMOTIVE BRANCH.				25 "	Jones, David W.	Fuelman	1/10 per hour.
1 Mar.	Watters, David	Cleaner	1/9d. per hour.	28 "	Robinson, Wilfred G.	Fuelman	1/10 per hour.
1 "	Crowe, John	Cleaner	1/9d. per hour.	28 "	Merrick, Cyril U.	Call boy	8d. per hour.
1 "	Gaby, Percy	Cleaner	1/9d. per hour.	28 "	Appleton, Arthur	Moulders' apprentice	3d. per hour.
1 "	Owens, Kelsey	Fitter	2/4d. per hour.	28 "	Hayes, Alfred R.	Shop boy	11d. per hour.
22 April	Lane, George	Boilermakers' helper	1/10d. per hour.	31 "	Spencer, Henry M.	Car builders' apprentice	3d. per hour.
1 May	Flensing, Alexander	Labourer	1/8d. per hour.	31 "	Shepherd, Theodore	Fuelman	1/10 per hour.
1 "	Morrison, Charles	Labourer	1/8d. per hour.	31 "	Arnsby, William F.	Fitters' apprentice	3d. per hour.
1 "	Chase, William	Fitter	2/4d. per hour.	1 Aug.	Bird, John S.	Fitters' apprentice	3d. per hour.
1 "	Horsfield, Percy	Sticker	1/10 per hour.	1 "	Wall, Daniel J.	Call boy	8d. per hour.
1 "	Caldwell, Charles	Sticker	1/10 per hour.	1 "	Such, Frederick	Tinsmiths' apprentice	3d. per hour.
1 "	Sidobotham, Joseph J.	Labourer	1/8d. per hour.	1 "	Burr, Henry	Cleaner	1/9d. per hour.
1 "	Smith, Percy C.	Labourer	1/8d. per hour.	1 "	Fairley, Norman H.	Cleaner	1/5 per hour.
1 "	Ross, John	Washout-man	1/11d. per hour.	1 "	William, Jack	Cleaner	1/9d. per hour.
1 "	McKinn, John	Fitter	2/4d. per hour.	1 "	Renn, Sidney	Cleaner	1/9d. per hour.
1 "	Nott, Leslie	Call boy	8d. per hour.	1 "	Carr, Edward C.	Cleaner	1/9d. per hour.
1 "	Halliday, Charles W.	Fitter	2/4d. per hour.	1 "	Duncan, John L.	Cleaner	1/9d. per hour.
1 "	Williams, Charles M.	Fitter	2/4d. per hour.	1 "	Watkinson, Eric W.	Cleaner	1/9d. per hour.
1 "	Conington, Ernest	Fitter	2/4d. per hour.	1 "	Acott, Bruce W.	Cleaner	1/9d. per hour.
1 "	Kercher, Edward H.	Fitter	2/4d. per hour.	1 "	Woodhouse, Vivian	Cleaner	1/5 per hour.
1 "	Stelford, James T.	Fitter	2/4d. per hour.	1 "	Crummey, Arthur	Shop boy	1/2d. per hour.
1 "	Direblum, John B. C.	Fitter	2/4d. per hour.	1 "	Webber, Clement	Cleaner	1/5 per hour.
1 "	Hatherley, William	Car builder	2/2d. per hour.	1 "	Jameson, Clarence E.	Cleaner	1/3 per hour.
1 June	Isaac, John S. C.	Fitter	2/4d. per hour.	1 "	Keishaw, Arthur G.	Cleaner	1/9d. per hour.
1 "	Coombes, Alfred	Car builder	2/2d. per hour.	1 "	Slade, William J.	Cleaner	1/9d. per hour.
1 "	Lawrence, Robert W. L.	Fitter	2/4d. per hour.	1 "	Egan, John J.	Cleaner	1/9d. per hour.
1 "	Hale, John E.	Fitter	2/4d. per hour.	1 "	Pictor, Norman	Cleaner	1/9d. per hour.
1 "	Anderson, Matthew R.	Fitter	2/4d. per hour.	1 "	Johnston, Thomas	Cleaner	1/9d. per hour.
1 "	Hayes, Joseph W.	Fitter	2/4d. per hour.	1 "	Sclims, Albert E.	Cleaner	1/9d. per hour.
1 "	Kelly, John V.	Fitter	2/4d. per hour.	1 "	Turner, Samuel D.	Cleaner	1/3 per hour.
1 "	Hayter, Sidney H.	Fitter	2/4d. per hour.	1 "	Beaver, William F.	Cleaner	1/9d. per hour.
1 "	Carwell, Alfred E.	Fitter	2/4d. per hour.	1 "	Holmes, Cecil J.	Cleaner	1/9d. per hour.
1 "	Allison, James	Fitter	2/4d. per hour.	1 "	McDougall, Angus	Cleaner	1/9d. per hour.
1 "	Quinn, Thomas	Fitter	2/4d. per hour.	1 "	Ford, Thomas	Cleaner	1/9d. per hour.
1 "	Jensen, Cornelius	Fitter	2/4d. per hour.	1 "	Shepherd, Ernest	Cleaner	1/9d. per hour.
1 "	Finn, Arthur W.	Boilermaker	2/3d. per hour.	1 "	Moges, Percy	Cleaner	1/9d. per hour.
1 "	Sinclair, Colin G.	Sticker	1/10 per hour.	1 "	Thomson, James	Cleaner	1/9d. per hour.
1 "	McCarthy, Harold	Boilermaker	2/3d. per hour.	1 "	Miller, Arthur	Cleaner	1/9d. per hour.
1 "	Bradford, Vincent S.	Shop boy	6d. per hour.	1 "	Yarrington, William R.	Cleaner	1/9d. per hour.
1 "	Wilson, John J.	Fuelman	1/10 per hour.	1 "	Stevenson, Thomas	Cleaner	1/9d. per hour.
1 "	Hardy, Frank H.	Shop boy	11d. per hour.	1 "	Gardner, James O.	Cleaner	1/9d. per hour.
1 "	Herrington, Charles	Gasfitters' apprentice	3d. per hour.	1 "	McGann, William E.	Cleaner	1/9d. per hour.
1 "	Hay, William	Blacksmiths' apprentice	3d. per hour.	1 "	Doonan, Valentine E.	Cleaner	1/9d. per hour.
1 "	Ranby, Frank M.	Car builders' apprentice	3d. per hour.	1 "	Leahy, Daniel	Cleaner	1/9d. per hour.
1 "	Buckpitt, Wilfred E.	Shop boy	6d. per hour.	1 "	Watts, John	Cleaner	1/9d. per hour.
1 "	Fisher, Albert E.	Fitters' apprentice	3d. per hour.	1 "	Fisher, Percival	Cleaner	1/9d. per hour.
1 "	Pogson, John	Blacksmiths' apprentice	3d. per hour.	1 "	Tweedie, Walter	Cleaner	1/9d. per hour.
1 "	Lewis, Cecil J.	Shop boy	6d. per hour.	1 "	Rieg, Oswald	Cleaner	1/9d. per hour.
1 "	Jordan, Francis C.	Shop boy	8d. per hour.	1 "	Hill, Thomas F.	Cleaner	1/9d. per hour.
1 "	Payne, Richard G.	Shop boy	8d. per hour.	1 "	Underwood, Charles J.	Cleaner	1/5 per hour.
1 "	Corven, John B.	Shop boy	6d. per hour.	1 "	King, William H.	Cleaner	1/9d. per hour.
1 "	Collins, William J.	Shop boy	11d. per hour.	1 "	Watters, Archibald	Cleaner	1/9d. per hour.
1 "	Grubbs, Denis H.	Labourer	1/8d. per hour.	1 "	Maker, George	Cleaner	1/9d. per hour.
1 "	William, Alfred	Shop boy	1/1 per hour.	1 "	Saunders, Raymond	Cleaner	1/9d. per hour.
1 "	Hay, George	Fitters' apprentice	3d. per hour.	1 "	Murphy, Patrick	Cleaner	1/9d. per hour.
1 "	Martin, Harold	Fuelman	1/10 per hour.	1 "	Graham, David	Cleaner	1/9d. per hour.
1 "	Coleman, Ernest	Call boy	8d. per hour.	1 "	Bisset, Richard T.	Cleaner	1/9d. per hour.
1 "	Harris, Robert A.	Fuelman	1/10 per hour.	1 "	Marsh, Arthur E. W.	Cleaner	1/9d. per hour.
1 "	Brown, William G.	Shop boy	8d. per hour.	1 "	Wright, Cecil F.	Cleaner	1/9d. per hour.
1 "	Williams, Stanley C.	Call boy	11d. per hour.	1 "	Whitley, Percy W.	Cleaner	1/9d. per hour.
1 July	Cardew, Cornelius	Draftsman	£258 per annum.	1 "	Tschampion, Frederick	Cleaner	1/9d. per hour.
1 "	Boyd, Frank	Shop boy	1/1 per hour.	1 "	Colley, Horace D.	Cleaner	1/9d. per hour.
1 "	Fairall, James	Fuelman	1/10 per hour.	1 "	Lessells, John	Cleaner	1/9d. per hour.
1 "	Young, John R.	Wagon builder	2/23d. per hour.	1 "	Addison, Lionel	Cleaner	1/9d. per hour.
1 "	Nolan, Charles	Fire lighter	1/10 per hour.	1 "	Fumpphous, John	Cleaner	1/9d. per hour.
1 "	Hosfoll, William	Wagon builder	2/23d. per hour.	1 "	Petrie, William	Cleaner	1/9d. per hour.
1 "	Gane, William C.	Boilermaker	2/3d. per hour.	1 "	Stephenson, Cyril B.	Cleaner	1/9d. per hour.
1 "	Notman, Edgar A. K.	Fitter	2/4d. per hour.	1 "	McKinnery, Timothy	Cleaner	1/9d. per hour.
1 "	Stapleton, Thomas	Call boy	8d. per hour.	1 "	Connor, Harry C.	Cleaner	1/9d. per hour.
1 "	French, Gordon	Shop boy	1/1 per hour.	1 "	Fisher, Harold	Cleaner	1/9d. per hour.
1 "	Thomson, Hugh	Fitters' apprentice	3d. per hour.	1 "	Bosley, David	Cleaner	1/3 per hour.
1 "	Small, Percy	Shop boy	11d. per hour.	1 "	Munro, George O.	Cleaner	1/9d. per hour.
1 "	Snaie, Leslie	Fuelman	1/10 per hour.	1 "	Davis, Alfred	Cleaner	1/9d. per hour.
1 "	Sutton, Patrick L.	Shop boy	6d. per hour.	1 "	McCullough, Donald	Cleaner	1/9d. per hour.
14 "	Mislingham, Walter	Boilermaker	2/3d. per hour.	1 "	Luck, Hilton	Cleaner	1/9d. per hour.
14 "	Mangan, Francis	Boilermaker	2/3d. per hour.	1 "	MacPherson, John	Cleaner	1/9d. per hour.
14 "	McKenzie, John	Turner	2/3d. per hour.	1 "	Bartlett, Edward	Cleaner	1/9d. per hour.
14 "	Robson, Ernest	Fitter	2/4d. per hour.	1 "	Rant, Ernest J.	Cleaner	1/9d. per hour.
14 "	Shepherdson, Harry	Call boy	6d. per hour.	1 "	Hodge, Andrew	Cleaner	1/4d. per hour.
14 "	Lewis, Hilton H.	Fuelman	1/10 per hour.	1 "	Hudson, Randolph	Cleaner	1/3 per hour.
14 "	Tinton, Henry C.	Fuelman	1/10 per hour.	1 "	Walton, Geoffrey	Cleaner	1/5 per hour.
14 "	Kingsell, Harold	Fitters' apprentice	3d. per hour.	1 "	Kirby, Stewart	Cleaner	1/9d. per hour.
14 "	Freestone, Kenneth E.	Shop boy	6d. per hour.	1 "	Boss, William	Cleaner	1/9d. per hour.
14 "	Hogan, Francis	Car trimmer	2/2d. per hour.	1 "	Geoghan, William	Cleaner	1/5 per hour.
14 "	Christopherson, Arthur	Boilermakers' apprentice	3d. per hour.	1 "	Reddy, Aloysius	Cleaner	1/9d. per hour.
14 "	Mooney, Laurence	Shop boy	8d. per hour.	1 "	Avery, Charles	Cleaner	1/9d. per hour.
14 "	Mullin, William B.	Junior clerk	£126 per annum.	1 "	Green, Francis B.	Cleaner	1/5 per hour.
14 "	Samuels, Isaac	Metalhugist	£368 per annum.	1 "	Anderson, Henry	Cleaner	1/9d. per hour.
14 "	Magennis, Aubrey	Machinists' apprentice	3d. per hour.	1 "	Howard, Horace	Fitter	2/3d. per hour.
15 "	Cole, William P.	Junior clerk	£126 per annum.	1 "	Chippendale, Jack J.	Shop Boy	11d. per hour.
18 "	Roach, James A.	Call boy	6d. per hour.	1 "	Hiller, William N.	Shop Boy	11d. per hour.
21 "	King, Edward J.	Shop boy	6d. per hour.	1 "	Bath, Stanley G.	Cleaner	1/9d. per hour.
21 "	Matthews, Harold B.	Shop boy	6d. per hour.	1 "	Mead, Jeremiah B.	Cleaner	1/9d. per hour.
21 "	Dunkley, Gordon	Carpenters' apprentice	3d. per hour.	1 "	Howard, Arthur E.	Cleaner	1/9d. per hour.
21 "	King, Edward J. L.	Shop boy	6d. per hour.	1 "	Willott, Robert F.	Cleaner	1/9d. per hour.
21 "	Clark, John N.	Fuelman	1/10 per hour.	1 "	Fitzgerald, Edwin	Cleaner	1/9d. per hour.
				1 "	Gainsford, William	Cleaner	1/9d. per hour.
				1 "	Shp, Charles E.	Cleaner	1/9d. per hour.
				1 "	Thomas, Roy V. D.	Call Boy	8d. per hour.



Date.	Name.	Position.	Rate.	Date.	Name.	Position.	Rate.
1924. LOCOMOTIVE BRANCH, RAILWAYS—continued.				1924. LOCOMOTIVE BRANCH, RAILWAYS—continued.			
1 Aug.	Miller, Arthur	Cleaner	1/9½ per hour.	8 Sept.	Thomas, William	Boilermakers' Apprentice	3½d. per hour.
1 "	Timmins, Arthur	Cleaner	1/9½ per hour.				
1 "	Pepperal, David	Cleaner	1/9½ per hour.	9 "	Hale, Wallace G.	Blacksmith	2/3½d. per hour.
1 "	Wasson, Frederick J.	Cleaner	1/9½ per hour.	9 "	Feld, George A.	Fuelman	1/10 per hour.
1 "	Dickson, George	Cleaner	1/9½ per hour.	9 "	Redish, Peter J.	Fuelman	1/10 per hour.
1 "	Maisey, William	Cleaner	1/9½ per hour.	11 "	Griffith, George	Call Boy	8½d. per hour.
1 "	Wilson, George	Cleaner	1/9½ per hour.	12 "	Maker, Annie	Office cleaner	1/7 per hour.
1 "	Owens, David	Cleaner	1/9½ per hour.	15 "	Stacey, William	Call Boy	6½d. per hour.
1 "	Reid, William	Call Boy	8½d. per hour.	15 "	Frain, Patrick	Fuelman	1/10 per hour.
1 "	Turner, Samuel	Cleaner	1/9½ per hour.	15 "	O'Hehir, Valentine O.	Call Boy	8½d. per hour.
1 "	Fairley, Norman	Cleaner	1/5 per hour.	15 "	Kerr, Eric	Cleaner	1/9½ per hour.
1 "	Bryan, James	Cleaner	1/9½ per hour.	15 "	Oliver, Wilfred	Striker	1/10 per hour.
1 "	Lane, Spencer	Cleaner	1/9½ per hour.	15 "	Spice, Henry M.	Call Boy	8½d. per hour.
1 "	Edwards, Reginald	Cleaner	1/9½ per hour.	15 "	Baden, Leslie C. J.	Shop Boy	8½d. per hour.
1 "	Fraser, Cecil	Cleaner	1/9½ per hour.	15 "	Lohan, Terence	Call Boy	8½d. per hour.
1 "	Parish, Albert	Cleaner	1/9½ per hour.	15 "	Jamieson, Jack	Call Boy	1/10 per hour.
1 "	Bird, Thomas S.	Cleaner	1/9½ per hour.	18 "	Parker, Clarence	Fuelman	1/10 per hour.
1 "	Batman, George	Cleaner	1/9½ per hour.	18 "	Chilton, John A.	Striker	1/1 per hour.
1 "	Schofield, Colin	Cleaner	1/9½ per hour.	19 "	East, Raymond O.	Shop Boy	6½d. per hour.
1 "	Walker, Leslie S.	Cleaner	1/3 per hour.	22 "	Harding, Archibald W.	Shop Boy	8½d. per hour.
1 "	Maiden, John A.	Cleaner	1/9½ per hour.	22 "	Murphy, Norman J. L.	Call Boy	8½d. per hour.
1 "	Taylor, James	Cleaner	1/9½ per hour.	22 "	Bailey, George	Call Boy	8½d. per hour.
1 "	Pryor, Raymond	Cleaner	1/9½ per hour.	22 "	Kilgour, Charles	Call Boy	3½d. per hour.
1 "	Vesper, Ralfred	Cleaner	1/9½ per hour.	22 "	Blackshaw, Walter E.	Fitters' Apprentice	1/10 per hour.
1 "	Holden, William	Cleaner	1/9½ per hour.	24 "	Robertson, Clarence	Fuelman	11d. per hour.
1 "	Wright, Joseph	Cleaner	1/9½ per hour.	24 "	Fettell, Noble R.	Call Boy	11d. per hour.
1 "	Forde, Cecil	Cleaner	1/9½ per hour.	25 "	Strain, Walter	Call Boy	1/10 per hour.
1 "	Baker, Ernest	Cleaner	1/9½ per hour.	25 "	Hancock, Albert C.	Fuelman	
1 "	Campling, George	Cleaner	1/9½ per hour.				
1 "	Young, Walter B.	Cleaner	1/9½ per hour.	1924. PERMANENT WAY BRANCH, RAILWAYS.			
1 "	Laggan, Charles H.	Cleaner	1/3 per hour.	7 June	Miller, Henry	Blacksmith	2/4½ per hour.
1 "	Burns, Ernest W.	Cleaner	1/3 per hour.	25 "	O'Connor, Leslie	Fencer	1/9½ per hour.
1 "	Pieffler, Harold E. B.	Cleaner	1/10 per hour.	25 "	Price, Thomas	Fencer	1/10 per hour.
4 "	Shepherd, Theodore	Fuelman	1/10 per hour.	28 "	Thompson, Darcy	Fettler	1/8½ per hour.
4 "	Rowlands, Cecil	Fuelman	2/4½ per hour.	28 "	McClelland, Gordon	Labourer	1/10 per hour.
4 "	Tilbury, Herbert W.	Fitter	1/1 per hour.	30 "	Chilcott, John J.	Structural Steel Workers' Assistant	
4 "	Davies, Olaf	Call Boy	1/10 per hour.	1 July	Doughty, William	Fettler	1/10 per hour.
4 "	Smith, Alfred A.	Fuelman	2/3½d. per hour.	1 "	Hardy, Albert	Fettler	1/9½ per hour.
4 "	Usher, David L.	Boilermaker	6½d. per hour.	4 "	Standing, Henry	Fettler	1/10 per hour.
5 "	Guest, Charles	Shop Boy	11d. per hour.	4 "	Harding, Edward	Painters' apprentice	11½d. per hour.
5 "	Nash, Charles R.	Shop Boy	7½d. per hour.	5 "	Morton, Francis	Fettler	1/10 per hour.
5 "	Mott, Francis H. E.	Messenger	2/4½ per hour.	5 "	Quinn, Martin	Fettler	1/10 per hour.
5 "	Thornton, Walter	Fitter	2/4½ per hour.	5 "	Fuller, Thomas	Fettler	1/10 per hour.
5 "	Woodhart, Frank	Striker	1/10 per hour.	5 "	Parish, Charles D.	Fettler	2/2½ per hour.
6 "	Barson, Herbert E.	Fuelman	1/10 per hour.	7 "	Brodie, Clyde	Plumber	1/9½ per hour.
6 "	Reece, David	Fuelman	1/10 per hour.	12 "	Neale, Alfred	Fettler	1/9½ per hour.
6 "	Riley, Frederick	Fuelman	1/10 per hour.	14 "	Bull, Ronald	Fettler	1/9½ per hour.
6 "	Cole, William	Fuelman	1/10 per hour.	14 "	Ellery, Albert C.	Fettler	1/9½ per hour.
6 "	Cameron, Duncan	Fuelman	1/10 per hour.	14 "	Hunt, Elias J. T.	Fettler	1/9½ per hour.
6 "	Pow, Harry	Fuelman	1/10 per hour.	14 "	Ross, William	Fettler	1/9½ per hour.
6 "	Wilson, Thomas	Fuelman	1/10 per hour.	14 "	Molloy, John	Fettler	1/10 per hour.
6 "	McCord, Frederick	Fitter	2/4½ per hour.	14 "	Dinsdale, Ernest A.	Fettler	1/9½ per hour.
7 "	Bishop, George	Cleaner	1/9½ per hour.	14 "	Casben, Arthur	Fencer	1/8½ per hour.
7 "	Waters, Vincent	Cleaner	1/9½ per hour.	14 "	Blackshaw, Frederick	Labourer	1/10 per hour.
7 "	McCamley, Herbert	Shop Boy	1/1 per hour.	14 "	Watkinson, Ernest	Fettler	2/3½d. per hour.
8 "	Walker, Harry L.	Boilermaker	2/3½d. per hour.	14 "	Chamberlain, Edward	Blacksmith	£308 per annum.
9 "	Chamberlain, John	Cadet Chemist	£118 per annum.	14 "	Simons, George R.	Draftsman	1/10 per hour.
11 "	Sparks, Allen	Painters' Apprentice	4½d. per hour.	15 "	Greenwood, Arthur	Fettler	1/10 per hour.
11 "	Keith, John C.	Fitters' Apprentice	3½d. per hour.	16 "	Robertson, Thomas	Fettler	1/10½ per hour.
12 "	Taylor, Lawrence	Fitters' Apprentice	3½d. per hour.	16 "	Ward, John	Labourer	1/10½ per hour.
12 "	Dean, Thomas	Call Boy	8½d. per hour.	17 "	Todd, William	Structural steel workers' assistant	2/3½d. per hour.
12 "	Carmody, Thomas	Fitters' Apprentice	3½d. per hour.	17 "	Davis, Ernest	Structural steel workers' assistant	1/10 per hour.
14 "	Mitchell, William J.	Fireman	1/11½ per hour.				
14 "	Reid, David C.	Fuelman	1/10 per hour.	21 "	Davis, Allan J.	Messenger	6½d. per hour.
14 "	Eichorn, Kenneth	Fuelman	1/10 per hour.	21 "	Daley, John A.	Carpenters' apprentice	3½d. per hour.
15 "	Wicks, Bezey	Fuelman	1/10 per hour.	21 "	Crah, William	Fitter	2/4½ per hour.
15 "	Maker, Claude	Call Boy	11d. per hour.	22 "	Loneragan, Robert	Chainman	1/8½ per hour.
15 "	Collins, Frank	Fuelman	1/10 per hour.	22 "	Brimmer, William H.	Radial driller	1/11½ per hour.
18 "	Lidbetter, Alfred	Fitters' Apprentice	3½d. per hour.	22 "	Whelan, John J.	Planer	2/2½ per hour.
18 "	Bronfield, Kenneth	Car Builders' Apprentice	3½d. per hour.	22 "	Murphy, Francis	Shear attendant	1/10½ per hour.
18 "	Bunyan, Ernest W.	Fitters' Apprentice	3½d. per hour.	22 "	Gale, Henry	Structural steel worker	2/3½d. per hour.
18 "	Loneragan, Brian J.	Call Boy	8½d. per hour.	25 "	Mackenzie, John	Oxy-Acetylene welder	2/3½d. per hour.
19 "	Polard, Alfred J.	Car Builders' Apprentice	3½d. per hour.	25 "	Cocking, Frederick	Structural steel workers' assistant	1/10 per hour.
19 "	Walls, Harry	Shop Boy	8½d. per hour.				
19 "	Watts, William	Fuelman	1/10 per hour.	25 "	Walker, Hugh G.	Structural steel workers' assistant	1/10 per hour.
19 "	Hoskin, Francis	Fuelman	1/10 per hour.				
19 "	Fressick, Cyril E.	Gasfitters' Apprentice	3½d. per hour.	25 "	Trefone, David	Fitter	2/4½ per hour.
20 "	Hanley, Alfred H.	Shop Boy	6½d. per hour.	25 "	Cooper, Arthur	Spawler	1/11½ per hour.
20 "	Cullen, Hilton	Shop Boy	6½d. per hour.	25 "	Grand, Abijah J.	Labourer	1/9½ per hour.
20 "	Aubrey, David	Call Boy	11d. per hour.	26 "	Grand, Abijah J.	Carpenter	2/2½ per hour.
20 "	Pigott, Archibald	Fuelman	1/10 per hour.	28 "	Keevers, Edward	Painter	2/3½d. per hour.
24 "	Drayton, Walter F.	Draftsman	£408 per annum.	28 "	Keevers, Harold F.	Forging machine attendant	2/3½d. per hour.
24 "	Plummer, Mervyn	Cadet Chemist	£118 per annum.	28 "	Smith, Sylvester E.	Striker	1/10 per hour.
25 "	Hyslop, Leonard J.	Car Builders' Apprentice	3½d. per hour.	28 "	Tamsett, William	Striker	1/10 per hour.
25 "	Carter, William M.	Car Builders' Apprentice	3½d. per hour.	28 "	Sellwood, George	Structural steel worker	2/3½d. per hour.
25 "	Smith, William D.	Fuelman	1/10 per hour.	28 "	Trevailion, Norman	Labourer	1/8½ per hour.
25 "	Dawson, Roy	Fuelman	1/10 per hour.	28 "	Hughes, Bert F.	Labourer	1/8½ per hour.
25 "	Dickman, George	Machinists' Apprentice	3½d. per hour.	28 "	Masterton, Robert	Labourer	1/8½ per hour.
25 "	Cook-Barlow, Thomas W.	Shop Boy	6½d. per hour.	28 "	Underwood, Arthur	Chainman	1/10½ per hour.
26 "	McMahon, Thomas	Shop Boy	11d. per hour.	29 "	Wells, Joseph	Crossing Builders' assistant	
27 "	Goodman, Albert	Call Boy	6½d. per hour.				
27 "	Main, Robert D.	Shop Boy	11d. per hour.	4 Aug.	Kensell, Andrew	Labourer	1/8½ per hour.
27 "	Johnson, William A.	Shop Boy	1/1 per hour.	4 "	Bentley, Percy	Fettler	1/9½ per hour.
28 "	Barnes, Edward T. W.	Engineering Cadet	£118 per annum.	4 "	Howlett, William	Labourer	1/8½ per hour.
1 Sept.	Cohen, Lewis	Shop Boy	8½d. per hour.	4 "	Webber, William H.	Weighbridge fitter	2/3½d. per hour.
1 "	Trotter, Gordon A.	Boilermakers' Apprentice	3½d. per hour.	4 "	Simpson, Henry W.	Weighbridge fitter	1/8½ per hour.
1 "	Jones, James E.	Boilermakers' Apprentice	3½d. per hour.	4 "	Hemmingway, Edgar	Labourer	1/8½ per hour.
1 "	West, John P.	Boilermakers' Apprentice	3½d. per hour.	4 "	Dann, Alfred H.	Labourer	1/8½ per hour.
2 "	Smith, Henry C.	Call Boy	11½d. per hour.	4 "	McKellar, John H.	Labourer	1/8½ per hour.
2 "	McAlister, William	Call Boy	6½d. per hour.	4 "	Roberts, George E.	Labourer	£308 per annum.
3 "	O'Callaghan, Edward	Fuelman	1/10 per hour.	5 "	Hely, Charles	Clerk	1/9½ per hour.
3 "	Thurston, Norman	Fuelman	1/10 per hour.	5 "	Caffrey, Hugh	Fettler	3½d. per hour.
4 "	Stubbis, Eric	Foreman's Junior Clerk	8½d. per hour.	5 "	Coates, Frederick W.	Fitters' apprentice	3½d. per hour.
4 "	Kearnes, George W.	Foreman's Apprentice	3½d. per hour.	5 "	Baldwin, John E.	Structural steel workers' apprentice	
5 "	Stuart, Donald	Shop Boy	1/1 per hour.				
5 "	Church, Victor L.	Call Boy	6½d. per hour.	5 "	Viney, Francis R.	Structural steel workers' apprentice	3½d. per hour.
8 "	Gwynne, Eric Patrick	Call Boy	1/1 per hour.				
8 "	Daskey, Percy	Fuelman	1/10 per hour.	5 "	Dow, Robert	Chainman	1/8½ per hour.
8 "	Roe, Frederick	Fuelman	1/10 per hour.	5 "	Dakers, William	Fettler	1/10 per hour.
8 "	Darcy, Arthur	Toci Collector	1/8½ per hour.	5 "	Rushby, Alfred	Fettler	1/10 per hour.
8 "	Kable, Percy H. G.	Shop Boy	8½d. per hour.	5 "	Cowen, Frederick	Fettler	3½d. per hour.
8 "	Cole, William D.	Moulders' Apprentice	3½d. per hour.	6 "	Bracewell, Louis	Structural steel workers' apprentice	
8 "	Owens, William E.	Metal Polishers' Apprentice	3½d. per hour.				
8 "	Magner, John W.	Brassfinishers' Apprentice	3½d. per hour.	6 "	Colebrook, Thomas	Draftsman	£258 per annum.
8 "	Hyde, William	Blacksmiths' Apprentice	3½d. per hour.	11 "	Haves, Noel L. E. A.	Fitters' apprentice	3½d. per hour.
				12 "	Holzenback, Michael	Fettler	1/9½ per hour.
				12 "	Clarke, Leslie C.	Fettler	1/9½ per hour.



Date.	Name.	Position.	Rate.	Date.	Name.	Position.	Rate.
1924. PERMANENT WAY BRANCH RAILWAYS—continued.				1924. TRAFFIC BRANCH RAILWAYS—continued.			
13 Aug.	Flett, Simon	Fettler	1/10 per hour.	14 July	Welsby, Stanley D.	Junior porter	4/9 per day.
16 "	Davis, William	Fettler	1/10 per hour.	15 "	Blake, George	Watchman	14/1 per day.
18 "	King, Jack	Fettler	1/91 per hour.	16 "	Callaghan, Veronica M.	Gatekeeper	4/8 per week and quarters.
21 "	Pearce, Robert	Striker	1/10 per hour.	16 "	Ashman, Eric W.	Junior porter	5/11 per day.
21 "	Hough, Norman	Striker	1/10 per hour.	16 "	Coleman, George	Junior porter	5/11 per day.
21 "	Barr, Charles	Striker	1/10 per hour.	17 "	Glover, Frederick J.	Lad gatekeeper	7/4 per day.
21 "	Higgins, James T.	Striker	1/10 per hour.	21 "	Kemp, Milton J.	Adult shunter	15/2 per day.
21 "	Osborne, Percy	Crossing Builders' Assistant.	1/10 per hour.	21 "	Hall, Henry G.	Adult shunter	15/2 per day.
22 "	Cook, Arthur	Fettler	1/91 per hour.	23 "	O'Shea, George F.	Porter	13/8 per day.
23 "	Ryan, William J.	Tool storeman and Grinder.	1/10½ per hour.	23 "	Smith, Llewellyn	Porter	13/8 per day.
25 "	Holstock, Harry	Fettler	1/10 per hour.	23 "	Full, Baden F.	Porter	13/8 per day.
25 "	Harvey, William A.	Fettler	1/10 per hour.	23 "	Peck, Frederick L.	Junior porter	5/11 per day.
25 "	Boys, Henry S.	Fettler	1/10½ per hour.	23 "	Davis, Arthur	Porter	13/8 per day.
25 "	Barber, William A.	Fettler	1/91 per hour.	23 "	O'Neill, Wilfred M.	Porter	13/8 per day.
25 "	Ross, Edmund A.	Structural steel workers Assistant.	1/10 per hour.	27 "	Louis, Thomas H.	Junior porter	5/11 per day.
25 "	Ashton, Thomas	Structural steel workers Assistant.	1/10 per hour.	27 "	O'Neill, Bernard J.	Junior porter	5/11 per day.
26 "	Gaffey, Thomas	Fettler	1/10 per hour.	28 "	McGreal, Norman	Junior clerk	£78 per annum.
26 "	Pearce, Alfred	Fettler	1/91 per hour.	28 "	Nobes, Ellen	Gatekeeper	4/8 per week and quarters.
26 "	Harris, David	Fettler	1/91 per hour.	28 "	Cooper, Athol T.	Junior porter	7/4 per day.
28 "	Carter, Walter V.	Carpenters' apprentice	3/3d. per hour.	28 "	Hilton, Robert	Watchman	14/1 per day.
1 Sept.	Caffrey, Eric S.	Fettler	1/91 per hour.	28 "	Percival, Hillary M.	Junior porter	4/1 per day.
1 "	Taylor, Thomas	Fettler	1/91 per hour.	29 "	White, Cecil T.	Junior porter	3/7 per day.
1 "	Stocombe, George	Fettler	1/91 per hour.	29 "	Wallace, Bruce A.	Porter	13/8 per day.
1 "	Hogden, George	Fettler	1/91 per hour.	29 "	Smith, Florence E.	Attendant	18/- per week.
1 "	Reynolds, Kenneth B.	Cadet draftsman	£118 per annum.	29 "	Bookkuck, Alexander	Porter	14/2 per day.
8 "	Paikins, Cecil	Fettler	1/91 per hour.	29 "	Clark, John G.	Porter	13/8 per day.
8 "	Murphy, James	Fettler	1/91 per hour.	29 "	Allen, Ronald E.	Porter	13/8 per day.
8 "	Kurtz, Adolphus	Fettler	1/91 per hour.	29 "	Flanagan, Roy S.	Junior porter	4/1 per day.
8 "	Ingram, Charles	Fettler	1/91 per hour.	29 "	Shakespeare, Russell	Porter	13/8 per day.
8 "	Kirk, William	Fettler	1/91 per hour.	31 "	Hopper, Alfred	Junior porter	4/1 per day.
8 "	Driscoll, Charles J.	Fettler	1/10 per hour.	31 "	Binge, Norman W.	Junior clerk	£106 per annum.
9 "	Chaffey, Henry	Fettler	1/10 per hour.	31 "	Heslin, William	Porter	13/8 per day.
15 "	Howells, Samuel	Fettler	1/91 per hour.	1 Aug.	Whitty, Pearl E.	Gatekeeper	4/8 per week and quarters.
15 "	Luckey, George	Fettler	1/91 per hour.	4 "	Buteux, George	Porter	14/2 per day.
15 "	Grieve, Alexander	Fettler	1/91 per hour.	4 "	Caton, Henry J.	Porter	14/2 per day.
15 "	Henderson, George	Carpenter	2/2d. per hour.	4 "	Scott, George C.	Adult shunter	15/2 per day.
19 "	White, Archibald	Fettler	1/10 per hour.	5 "	Vote, Harold W.	Junior porter	4/9 per day.
19 "	Larkin, Richard	Labourer	1/81 per hour.	5 "	Graham, Marcus F.	Junior porter	7/4 per day.
22 "	Tracey, Thomas	Fettler	1/91 per hour.	6 "	Murdock, Kenneth A.	Watchman	14/1 per day.
22 "	Burland, Charles	Fettler	1/91 per hour.	6 "	Powell, Arthur	Porter	13/8 per day.
22 "	Read, Charles	Fettler	1/10 per hour.	6 "	Lamb, Albert J.	Porter	13/8 per day.
23 "	Flavel, Robert	Fettler	1/10 per hour.	7 "	McTea, Douglas J.	Junior porter	7/4 per day.
23 "	Tilney, Arthur	Fettler	1/10 per hour.	7 "	Anness, Patrick A.	Porter	13/8 per day.
1924. TRAFFIC BRANCH, RAILWAYS.				7 "	McPaul, Alfred	Porter	13/8 per day.
17 May	Goodhew, Jack R.	Junior porter	4/1 per day.	8 "	Yates, George	Junior porter	7/4 per day.
20 "	Beal, William G.	Junior porter	4/1 per day.	11 "	Lambourn, Harold H.	Junior clerk	£106 per annum.
26 "	Power, William N.	Porter	13/8 per day.	11 "	Cornell, Hezekiah	Junior porter	7/4 per day.
26 "	Hamilton, Dudley M.	Junior porter	4/9 per day.	11 "	Ritchie, James W.	Junior porter	4/1 per day.
26 "	Harrison, Albert E.	Adult shunter	15/2 per day.	12 "	O'Brien, William J.	Porter	13/8 per day.
2 June	McGregor, John	Junior porter	5/11 per day.	12 "	Sadler, Allen R.	Junior porter	7/4 per day.
2 "	Levitt, Josiah	Junior porter	3/7 per day.	12 "	Broadbent, Gordon T.	Junior porter	4/9 per day.
6 "	Reid, Rachael	Office cleaner	19/- per week.	13 "	Collins, Leslie E.	Junior porter	7/4 per day.
7 "	Andrews, Reginald G.	Junior porter	4/9 per day.	13 "	Murphy, Ellen M.	Gatekeeper	12/5 per week and quarters.
10 "	Schweinsberg, Victor G.	Junior porter	4/9 per day.	13 "	Footo, Horace S.	Lad gatekeeper	7/4 per day.
10 "	Creech, Cecil R.	Junior porter	7/4 per day.	13 "	Callinan, George J.	Porter	13/8 per day.
13 "	Rowe, Arthur R.	Porter	13/8 per day.	13 "	Ingram, Jack	Adult shunter	15/2 per day.
16 "	Chorley, Colin	Junior porter	5/11 per day.	13 "	Cowle, George	Porter	14/2 per day.
17 "	Weller, Robert E.	Junior clerk	£78 per annum.	13 "	Munns, John C.	Porter	13/8 per day.
17 "	Robbins, Lancelot	Junior porter	5/11 per day.	14 "	Watson, Norman L.	Adult shunter	15/2 per day.
18 "	Livingstone, Joseph A.	Adult shunter	15/2 per day.	18 "	Thomas, William	Porter	14/2 per day.
23 "	Quilty, William P.	Junior porter	4/9 per day.	18 "	Coburn, Jack	Porter	14/2 per day.
24 "	Ford, Ruby M.	Clerk	£166 per annum.	18 "	McKinley, Henry E.	Porter	14/2 per day.
24 "	Jentsch, Harold N.	Junior clerk	£78 per annum.	18 "	Slade, Walter E.	Porter	14/2 per day.
25 "	Bailey, Henry	Junior porter	7/4 per day.	18 "	Cooper, Ernest G.	Junior porter	4/1 per day.
25 "	Kemp, Jack L.	Junior porter	7/4 per day.	19 "	Jones, David C.	Clerk	£218 per annum.
25 "	Dover, Charles S.	Adult shunter	1/1 per day.	20 "	Passlow, Herbert V.	Porter	13/8 per day.
25 "	Goatcher, Herbert	Porter	13/2 per day.	20 "	Draper, George F.	Junior porter	4/9 per day.
25 "	Doherty, Elizabeth M.	Gatekeeper	14/2 per day.	20 "	Bowsher, Jack P.	Junior porter	7/4 per day.
25 "	McDonald, Fernus	Junior porter	4/1 per day.	20 "	White, Charles C.	Junior porter	3/7 per day.
25 "	McCarthy, Esther C.	Gatekeeper	4/8 per week and quarters.	20 "	Marshall, Edward R.	Junior porter	4/1 per day.
25 "	Martin, Gordon O.	Porter	13/8 per day.	21 "	Walsh, Thomas B.	Porter	13/8 per day.
26 "	Bradwell, Thomas E.	Junior porter	5/11 per day.	21 "	Clack, Fermont	Porter	14/2 per day.
26 "	Gow, Geoffrey A.	Junior porter	4/9 per day.	21 "	Cornock, Eric J.	Junior porter	4/1 per day.
26 "	Dooley, Martin C.	Junior porter	4/9 per day.	21 "	Sullivan, Mervyn	Junior porter	5/11 per day.
27 "	Selick, Daniel V.	Junior porter	4/9 per day.	21 "	Reidy, William R.	Adult shunter	15/2 per day.
30 "	Ritzau, William C.	Junior porter	4/9 per day.	21 "	Gilham, Clifford R.	Adult shunter	15/2 per day.
30 "	Ryan, Arthur J.	Junior porter	7/4 per day.	22 "	Rooke, Gordon H.	Porter	13/8 per day.
30 "	Wells, Edward J.	Lad gatekeeper	7/4 per day.	25 "	Abbott, Harry H.	Junior clerk	£78 per annum.
30 "	Stokes, Leslie W.	Junior porter	5/11 per day.	25 "	Webb, Frederick J.	Junior clerk	£78 per annum.
30 "	Faulkner, Mary J.	Gatekeeper	27/- per week and quarters.	25 "	Hodgins, James E.	Porter	13/8 per day.
30 "	Vidler, Walter T.	Porter	13/8 per day.	25 "	Quinn, Ada	Attendant	18/- per week.
1 July	Carr, Dulcie E.	Attendant	7/9 per week and quarters.	26 "	Latimore, Esther M.	Gatekeeper	14/11 per week.
1 "	Harris, William H.	Junior porter	7/4 per day.	26 "	Kingston, Leslie	Adult shunter	15/2 per day.
1 "	Howell, Thomas	Adult shunter	15/2 per day.	27 "	Harris, Leslie J.	Junior porter	4/1 per day.
1 "	Wessell, Raymond	Junior porter	4/1 per day.	27 "	Simpson, Oliver F.	Junior porter	7/4 per day.
1 "	Mauder, Edward L.	Porter	13/8 per day.	27 "	Thornton, Horace G.	Junior porter	5/11 per day.
1 "	Giles, Albert S.	Junior porter	5/11 per day.	27 "	Edwards, James	Porter	14/2 per day.
1 "	Fitzpatrick, Claude D.	Junior porter	7/4 per day.	27 "	Allbon, Henry M.	Porter	14/2 per day.
1 "	Nowbury, Cecil R.	Junior porter	4/9 per day.	28 "	Bryant, Francis W.	Junior porter	5/11 per day.
1 "	Kristensen, Peter W.	Junior porter	4/1 per day.	28 "	Brown, Max E.	Junior porter	4/9 per hour.
1 "	Plint, John	Junior clerk	£106 per annum.	29 "	Peachey, Joseph H.	Junior porter	4/1 per day.
1 "	Brown, James E.	Junior clerk	£106 per annum.	29 "	Cook, Elizabeth J.	Gatekeeper	14/11 per week.
1 "	McKean, William	Adult shunter	15/2 per day.	30 "	Angus, Colin R.	Porter	13/8 per day.
1 "	Whittaker, Percy O.	Porter	14/2 per day.	1 Sept.	Hollingworth, Robert A.	Porter	11/2 per day.
1 "	Lombe, Edward	Porter	14/2 per day.	1 "	Parsons, Harry P.	Goods labourer	11/2 per day.
1 "	Schubert, Charles G.	Porter	14/2 per day.	1 "	Serlingour, James L.	Goods labourer	14/2 per day.
1 "	Slade, Bertie G.	Porter	14/2 per day.	1 "	Florence, Herbert J.	Goods labourer	14/2 per day.
1 "	Tisdall, Kenneth G.	Junior porter	5/11 per day.	1 "	Hughes, Bernard	Junior porter	4/1 per day.
1 "	Stafford, Leslie C.	Gatekeeper	13/8 per day.	1 "	Higgins, Eric F.	Junior porter	3/7 per day.
1 "	Ferry, Albert L.	Junior porter	5/11 per day.	1 "	Humphries, Henry A.	Junior porter	4/9 per day.
1 "	Gors, William N.	Junior porter	4/9 per day.	1 "	Sands, Thomas	Lad gatekeeper	7/4 per day.
1 "	Bispe, James H.	Junior porter	4/9 per day.	1 "	Cartwright, Leslie	Porter	13/8 per day.
1 "	Read, William R.	Porter	13/8 per day.	2 "	Stephenson, William	Junior clerk	£78 per annum.
10 "	Adams, Horace S.	Porter	14/2 per day.	3 "	Humphray, Arthur E.	Adult shunter	15/2 per day.
11 "	Allen, Charles A.	Adult shunter	15/2 per day.	3 "	Ackerman, Kate M.	Gatekeeper	4/8 per week and quarters.
14 "	Ford, Lionel W.	Junior clerk	£78 per annum.	3 "	Howard, Leo G.	Junior porter	5/11 per day.
14 "	Kearney, Reginald J.	Junior porter	4/9 per day.	5 "	Green, William R.	Junior porter	4/9 per day.
14 "	Murphy, Aloysius	Lad gatekeeper	7/4 per day.	5 "	Johnson, William C.	Junior porter	5/11 per day.
				5 "	Crane, Thomas S.	Junior porter	4/1 per day.
				5 "	Fletcher, Arthur F.	Adult shunter	15/2 per day.
				6 "	Dowling, George	Lad gatekeeper	7/4 per day.
				6 "	Frewin, Wilfred C.	Adult shunter	15/2 per day.
				6 "	Brown, Aubrey A.	Junior porter	4/9 per day.
				8 "	Ritchie, Frederick A.	Junior porter	5/11 per day.
				8 "	Russell, Albert J.	Junior porter	7/4 per day.



Date.	Name.	Position.	Rate.	Date.	Name.	Position.	Rate.
1924. TRAFFIC BRANCH, RAILWAYS—continued.				1924. TRAFFIC BRANCH, TRAMWAYS—continued.			
8 Sept.	Crockett, Myrven	Junior porter	4/9 per day.	13 July	Smith, Henry W.	Conductor	1/11 per hour.
8 "	Martin, Stanley D.	Porter	13/8 per day.	13 "	Sparrow, Walter C.	Conductor	1/11 per hour.
8 "	Lutton, Stanley G.	Porter	13/8 per day.	13 "	Shears, Edward P.	Conductor	1/11 per hour.
9 "	McPhee, Alan H.	Junior porter	7/4 per day.	13 "	Stonestreet, William	Conductor	1/11 per hour.
9 "	Canning, Donald E.	Junior porter	5/11 per day.	13 "	Shipp, Frederick	Conductor	1/11 per hour.
10 "	Buley, Frederick	Adult shunter	15/2 per day.	13 "	Toulmin, Calvert	Conductor	1/11 per hour.
10 "	Besant, Leslie	Adult shunter	15/2 per day.	13 "	Wheat, John	Conductor	1/11 per hour.
11 "	Mullins, William	Junior porter	7/4 per day.	13 "	Woodley, Albert	Conductor	1/11 per hour.
12 "	Schnuck, Mervyn G.	Lad gatekeeper	7/4 per day.	13 "	Goodwin, Charles H.	Conductor	1/11 per hour.
15 "	Chattaway, James H.	Junior clerk	£78 per annum.	13 "	Keats, Herbert L.	Conductor	1/11 per hour.
15 "	Tumbers, Ethel E.	Gatekeeper	10/3 per week and quarters.	13 "	Allen, Walter G.	Conductor	1/11 per hour.
22 "	McKelvey, William N.	Junior porter	5/11 per day.	13 "	Andrew, Lawrence G.	Conductor	1/11 per hour.
22 "	De Launey, Walter H.	Junior porter	4/9 per day.	13 "	Balzer, Walter R.	Conductor	1/11 per hour.
22 "	Brown, Elijah S.	Junior porter	3/7 per day.	13 "	Blackmore, Edward A.	Conductor	1/11 per hour.
22 "	Griffiths, John W.	Goods labourer	14/2 per day.	13 "	Burns, Edward R.	Conductor	1/11 per hour.
22 "	Fitzgerald, James J.	Goods labourer	14/2 per day.	13 "	Buckston, George E.	Conductor	1/11 per hour.
22 "	Finn, Patrick	Goods labourer	14/2 per day.	13 "	Bain, James R.	Conductor	1/11 per hour.
22 "	Evans, James	Goods labourer	14/2 per day.	13 "	Brooks, Reginald H.	Conductor	1/11 per hour.
22 "	Kain, Frank F.	Goods labourer	14/2 per day.	13 "	Chaddock, Thomas J.	Conductor	1/11 per hour.
22 "	Leonard, Charles J.	Goods labourer	14/2 per day.	13 "	Codd, Mark M.	Conductor	1/11 per hour.
22 "	Anthony, William A.	Goods labourer	14/2 per day.	13 "	Coxall, Richard W.	Conductor	1/11 per hour.
22 "	Maslem, Charles J.	Lad gatekeeper	7/4 per day.	13 "	Cusack, Norman C.	Conductor	1/11 per hour.
24 "	Madden, Archie H.	Porter	13/8 per day.	13 "	Chapman, Alexander	Conductor	1/11 per hour.
1924. SIGNALLING BRANCH.				13 "	Edgeton, Herbert W.	Conductor	1/11 per hour.
19 May	Douglas, Sidney	Railway electrician	121/- per week.	13 "	Flanagan, Christopher	Conductor	1/11 per hour.
19 "	Horsley, Frederick	Assistant sectionman	1/10 per hour.	13 "	Ford, Leslie L.	Conductor	1/11 per hour.
23 June	Carter, William M.	Shop boy	8½d. per hour.	13 "	Greenhill, Albert E.	Conductor	1/11 per hour.
24 "	Walsh, Frank	Railway electricians' apprentice.	3½d. per hour.	13 "	Hayward, Alfred J.	Conductor	1/11 per hour.
24 "	Stanton, Samuel M.	Railway electricians' apprentice.	3½d. per hour.	13 "	Kennedy, Charles W.	Conductor	1/11 per hour.
24 "	Gillespie, Bernard	Assistant sectionman	1/10 per hour.	13 "	Mangold, Albert G.	Conductor	1/11 per hour.
30 "	Gillett, Leo	Painter	2/34 per hour.	13 "	Morgan, Reginald T.	Conductor	1/11 per hour.
9 July	Livermore, John W.	Thinsmiths' apprentice.	3½d. per hour.	13 "	Millen, William F.	Conductor	1/11 per hour.
21 "	Gordon, Jack J.	Railway electricians' apprentice.	3½d. per hour.	13 "	Monis, Alfred L.	Conductor	1/11 per hour.
21 "	Strange, Kenneth	Painters' apprentice	4½d. per hour.	13 "	Muntz, William C.	Conductor	1/11 per hour.
28 "	Wellman, Arthur W.	Railway electricians' apprentice.	3½d. per hour.	13 "	Pateison, Harold F.	Conductor	1/11 per hour.
28 "	Donsworth, George H.	Railway electricians' apprentice.	3½d. per hour.	13 "	Pittard, Albert A.	Conductor	1/11 per hour.
4 Aug.	Rodde, Alfred	Assistant sectionman	1/10 per hour.	13 "	Quinnell, Charles H.	Conductor	1/11 per hour.
5 "	Robson, Edgar	Railway electricians' apprentice.	3½d. per hour.	13 "	Radburn, George	Conductor	1/11 per hour.
8 "	Stockwell, Ian S.	Railway electricians' apprentice.	3½d. per hour.	13 "	Redmond, William	Conductor	1/11 per hour.
18 "	Richards, Charles	Assistant sectionman	1/10 per hour.	13 "	Rowling, Edward L.	Conductor	1/11 per hour.
25 "	Cook, Alexander	Railway electricians' apprentice.	3½d. per hour.	13 "	Shellock, Thomas E.	Conductor	1/11 per hour.
6 Sept.	Perkins, George W.	Shop boy	8½d. per hour.	13 "	Stearman, Walter E.	Conductor	1/11 per hour.
8 "	Ishester, William M.	Painters' apprentice	4½d. per hour.	13 "	Toby, Arthur E.	Electric driver	1/11 per hour.
10 "	Pettitt, Walter	Railway electrician	120/6 per week.	13 "	Tebbett, Wilfred J.	Conductor	1/11 per hour.
1924. ELECTRICAL BRANCH, RAILWAYS.				13 "	Williamson, Ebur.	Conductor	1/11 per hour.
10 June	Henderson, Thomas	Electrical fitter	2/5 per hour.	13 "	Robbins, Frederick T.	Conductor	1/11 per hour.
30 "	Wheeler, Charles	Electrical mechanic	2/22 per hour.	13 "	Filewood, Leslie A.	Conductor	1/10½ per hour.
30 "	Duff, Charles	Electrical mechanic	2/22 per hour.	13 "	White, William P.	Conductor	1/11 per hour.
30 "	Miles, Duncan	Electrical mechanic	2/23 per hour.	13 "	Webb, Alfred A.	Conductor	1/11 per hour.
30 "	Boiger, Thomas	Electrical mechanic	2/23 per hour.	13 "	Macadam, Stephen J.	Conductor	1/11 per hour.
30 "	Brennan, William G.	Electrical mechanic	2/23 per hour.	13 "	Morrison, William S.	Conductor	1/11 per hour.
30 "	Dehson, Charles A.	Electrical mechanic	2/23 per hour.	13 "	McFarlane, Robert L.	Conductor	1/11 per hour.
30 "	Randall, John S.	Electrical mechanic	2/23 per hour.	13 "	O'Rourke, David G.	Conductor	1/11 per hour.
30 "	Sandoe, William H.	Electrical mechanic	2/23 per hour.	13 "	Flows, Lindsay D.	Conductor	1/11 per hour.
30 "	Connor, Samuel B.	Electrical mechanic	2/23 per hour.	13 "	Falkin, Richard T.	Conductor	1/11 per hour.
30 "	Watson, Henry	Electrical mechanic	2/23 per hour.	13 "	Pearshall, Neil V.	Conductor	1/11 per hour.
30 "	Pritchard, Albert	Electrical mechanic	2/23 per hour.	13 "	Pescoe, Herbert C.	Conductor	1/11 per hour.
30 "	Newman, Leslie	Electrical mechanic	2/23 per hour.	13 "	Symington, James O.	Conductor	1/11 per hour.
30 "	Greenwood, James	Electrical mechanic	2/23 per hour.	13 "	Stenning, Norman	Conductor	1/11 per hour.
14 July	Green, Ivo	Storekeeper	1/11 per hour.	13 "	Staritt, Thomas	Conductor	1/11 per hour.
14 "	Cullen, Alexander	Battery labourer	1/10 per hour.	13 "	St. John Thomas	Conductor	1/11 per hour.
14 "	Richardson, Bernard	Junior labourer	11d. per hour.	13 "	Shepherd, Thomas M.	Conductor	1/11 per hour.
13 "	Macrynnis, Nicholas	Battery mechanic	2/44 per hour.	13 "	Tickner, Daniel F.	Conductor	1/11 per hour.
14 "	Powell, Henry	Battery labourer	1/10 per hour.	13 "	With, John C.	Conductor	1/11 per hour.
14 "	Lack, Finley R.	Battery labourer	1/10 per hour.	13 "	Walton, Albert E.	Conductor	1/11 per hour.
28 "	Golberg, Rawson	Shop boy	8½d. per hour.	13 "	Greentice, Walter	Conductor	1/11 per hour.
28 "	Bleach, Ernest	Battery labourer	1/10 per hour.	13 "	Gibbens, Abel J.	Electric driver	1/11 per hour.
28 "	Carr, James	Labourer	1/9d. per hour.	13 "	Halliday, Charles R.	Conductor	1/11 per hour.
29 "	Mullett, Charles J.	Electrical mechanic	2/23 per hour.	13 "	Hedgson, Wilfred C.	Conductor	1/11 per hour.
4 Aug.	Sheehan, Denis F.	Probationer	74d. per hour.	13 "	Harper, Leonard W.	Conductor	1/11 per hour.
5 "	Alchin, John W.	Shop boy	68d. per hour.	13 "	Hughes, Allen Q.	Conductor	1/11 per hour.
8 "	Harkins, Frank H.	Probationer	8½d. per hour.	13 "	Hawkins, John J.	Conductor	1/11 per hour.
1 Sept.	Heales, Jack	Junior labourer	11d. per hour.	13 "	Illingworth, Miles G.	Conductor	1/11 per hour.
24 "	Carpenter, Keith	Electrical mechanic	2/23 per hour.	13 "	Ingham, Fred	Conductor	1/11 per hour.
24 "	Knox, Thomas E.	Battery labourer	1/10 per hour.	13 "	James, William G.	Conductor	1/11 per hour.
1924. STORES BRANCH, RAILWAYS.				13 "	King, Robert	Conductor	1/11 per hour.
9 July	Farnsworth, Athled	Junior clerk	£106 per annum.	13 "	Kerby, Charles J.	Conductor	1/11 per hour.
15 "	Seddon, Wilfred	Junior clerk	£78 per annum.	13 "	Kerlake, James H.	Conductor	1/11 per hour.
21 "	Tuesley, William	Labourer	1/8d. per hour.	13 "	Lowder, George E.	Conductor	1/11 per hour.
21 "	Downer, Charles	Labourer	1/8d. per hour.	13 "	Leslie, William	Conductor	1/11 per hour.
21 "	Harrison, William A.	Storeman	1/10 per hour.	13 "	Mills, Victor I.	Conductor	1/11 per hour.
20 Aug.	Bucknell, Cedric	Junior clerk	£78 per annum.	13 "	Baxter, Neil H.	Conductor	1/11 per hour.
1 Sept.	Hufson, George H.	Junior clerk	£106 per annum.	13 "	Peggie, John C.	Conductor	1/11 per hour.
1 "	Pickard, Stafford	Store boy	11d. per hour.	13 "	Cenick, John H.	Conductor	1/11 per hour.
2 "	Wyatt, George M.	Junior clerk	£78 per annum.	13 "	Cesgrove, Roger B.	Conductor	1/11 per hour.
1924. GENERAL BRANCHES.				13 "	Carrick, Michael F.	Conductor	1/11 per hour.
25 Aug.	Burke, Sydney C. J.	Law clerk	£363 per annum. (Solicitor's.)	13 "	Caldow, William A.	Conductor	1/11 per hour.
1924. TRAFFIC BRANCH, TRAMWAYS.				13 "	Culbert, Edgar O.	Conductor	1/11 per hour.
7 July	Woods, Herbert E.	Junior car cleaner	11d. per hour.	13 "	Clarke, Bertie	Conductor	1/11 per hour.
7 "	Truscott, Roy	Junior motor cleaner	1/04 per hour.	13 "	Cunningham, George	Conductor	1/11 per hour.
8 "	Rafferty, Thomas L.	Junior car cleaner	1/04 per hour.	13 "	Doherty, Edmund B.	Conductor	1/11 per hour.
13 "	Burns, Thomas	Conductor	1/11 per hour.	13 "	Dubois, Henry J.	Conductor	1/11 per hour.
13 "	Cross, Leslie S.	Conductor	1/11 per hour.	13 "	Downes, Mortimer	Conductor	1/11 per hour.
13 "	Henderson, John	Conductor	1/11 per hour.	13 "	Allen, Stanley W.	Conductor	1/11 per hour.
13 "	Lockhead, William H.	Conductor	1/11 per hour.	13 "	Austin, Albert P.	Conductor	1/11 per hour.
13 "	Miller, Leslie	Conductor	1/11 per hour.	13 "	Boyle, Walter E.	Conductor	1/11 per hour.
13 "	Merchant, James A.	Conductor	1/11 per hour.	13 "	Brown, Sydney	Conductor	1/11 per hour.
13 "	Munro, Donald D.	Conductor	1/11 per hour.	13 "	Butterfield, Herbert	Conductor	1/11 per hour.
13 "	Newell, Claud L.	Conductor	1/11 per hour.	13 "	Burns, George A.	Conductor	1/11 per hour.
13 "	Sieff, Frank E.	Conductor	1/11 per hour.	13 "	Cottier, Edmund R.	Conductor	1/11 per hour.
				13 "	Clifton, Sidney J.	Electric driver	1/11 per hour.
				13 "	Cashmore, William P.	Conductor	1/11 per hour.
				13 "	Conlon, Michael J.	Conductor	1/11 per hour.
				13 "	Dooley, George J.	Conductor	1/11 per hour.
				13 "	Fawcett, Albert J.	Conductor	1/11 per hour.
				13 "	Fellers, Martin A.	Conductor	1/11 per hour.
				13 "	Gant, Edgar W.	Conductor	1/11 per hour.
				13 "	Halloran, Patrick	Conductor	1/11 per hour.
				13 "	Hooper, Cecil	Conductor	1/11 per hour.
				13 "	Hodgins, Victor S.	Conductor	1/11 per hour.
				13 "	Iving, Henry	Conductor	1/11 per hour.
				13 "	Jackson, Reginald P.	Conductor	1/11 per hour.
				13 "	Leslie, Thomas	Conductor	1/11 per hour.
				13 "	Lindow, Donald R.	Conductor	1/11 per hour.
				13 "	Moore, Victor E.	Conductor	1/11 per hour.
				13 "	Maker, Henry M.	Conductor	1/11 per hour.
				13 "	Miller, Norman	Conductor	1/11 per hour.
				13 "	Newell, Herbert	Conductor	1/11 per hour.



Date.	Name.	Position.	Rate.	Date.	Name.	Position.	Rate.
1924. TRAFFIC BRANCH, TRAMWAYS—continued.				1924. TRAFFIC BRANCH, TRAMWAYS—continued.			
13 July	Pender, James	Conductor	1/11 per hour.	13 July	Douglas, Reginald A.	Electric driver	1/11 per hour.
13 "	Studdy, Arthur	Electric driver	1/11 per hour.	13 "	Abrahams, George	Conductor	1/11 per hour.
13 "	Smith, George W.	Conductor	1/11 per hour.	13 "	Bate, Marley	Conductor	1/11 per hour.
13 "	Smith, James V.	Conductor	1/11 per hour.	13 "	Baines, Edward V.	Conductor	1/11 per hour.
13 "	Sevenoaks, Aquilla	Conductor	1/11 per hour.	13 "	Baumgartner, Victor	Conductor	1/11 per hour.
13 "	Whiteman, Alfred A.	Conductor	1/11 per hour.	13 "	Bennett, Sidney J.	Conductor	1/11 per hour.
13 "	Watts, Charles W.	Conductor	1/11 per hour.	13 "	Borner, George A.	Conductor	1/11 per hour.
13 "	Walcott, Norman J.	Conductor	1/11 per hour.	13 "	Brooking, Thomas	Conductor	1/11 per hour.
13 "	Whiting, Robert C.	Conductor	1/11 per hour.	13 "	Burton, Henry C.	Conductor	1/11 per hour.
13 "	White, David A.	Conductor	1/11 per hour.	13 "	Cooper, Wilton J.	Conductor	1/11 per hour.
13 "	Williams, James J.	Conductor	1/11 per hour.	13 "	Cosgrove, Thomas R.	Conductor	1/11 per hour.
13 "	Warner, Harold	Conductor	1/11 per hour.	13 "	Cunningham, Sidney M.	Conductor	1/11 per hour.
13 "	Wills, George	Conductor	1/11 per hour.	13 "	Deane, William J.	Conductor	1/11 per hour.
13 "	Crooke, Victor H.	Conductor	1/11 per hour.	13 "	Donovan, Clement J.	Conductor	1/11 per hour.
13 "	Parkinson, William	Conductor	1/11 per hour.	13 "	Farquhar, Douglas	Conductor	1/11 per hour.
13 "	Walker, Ernest F.	Electric driver	1/11 per hour.	13 "	Fallon, Thomas J.	Conductor	1/11 per hour.
13 "	Hollingsworth John F.	Conductor	1/11 per hour.	13 "	Franks, Frederick F.	Conductor	1/11 per hour.
13 "	Harper, Maguas	Conductor	1/11 per hour.	13 "	Fraser, William D.	Conductor	1/11 per hour.
13 "	Jones, George F.	Conductor	1/11 per hour.	13 "	Gird, Nathan	Conductor	1/11 per hour.
13 "	Keep, Christopher T.	Conductor	1/11 per hour.	13 "	Griffiths, Handsel	Conductor	1/11 per hour.
13 "	Lees, Albert W.	Conductor	1/11 per hour.	13 "	Guillot, William E.	Conductor	1/11 per hour.
13 "	Logan, Thistle S.	Conductor	1/11 per hour.	13 "	Hancox, Frederick C.	Conductor	1/11 per hour.
13 "	Macey, Norman J.	Conductor	1/11 per hour.	13 "	Hilder, Ernest W.	Conductor	1/11 per hour.
13 "	Mason, William R.	Conductor	1/11 per hour.	13 "	Bill, James (2)	Conductor	1/11 per hour.
13 "	Marshall, Frederick J.	Conductor	1/11 per hour.	13 "	Rickey, Patrick	Conductor	1/11 per hour.
13 "	Morgan, Harold	Conductor	1/11 per hour.	13 "	Humphrey, Henry	Conductor	1/11 per hour.
13 "	Robinson, Albert G.	Conductor	1/11 per hour.	13 "	Issanchon, Russell	Conductor	1/11 per hour.
13 "	Salter, Arthur G.	Conductor	1/11 per hour.	13 "	Johnstone, Reginald A.	Conductor	1/11 per hour.
13 "	Shepherd, Charles H.	Conductor	1/11 per hour.	13 "	Johnstone, Frederick J.	Conductor	1/11 per hour.
13 "	Shearsby, Frederick W.	Conductor	1/11 per hour.	13 "	Joice, Alfred G.	Conductor	1/11 per hour.
13 "	Smith, Thomas G.	Conductor	1/11 per hour.	13 "	Jones, Leslie J.	Conductor	1/11 per hour.
13 "	Sprague, Dudley E.	Conductor	1/11 per hour.	13 "	Kavanagh, Thomas L.	Conductor	1/11 per hour.
13 "	Tamsitt, Jose	Conductor	1/11 per hour.	13 "	Lambie, Alexander	Conductor	1/11 per hour.
13 "	Vickery, Sidney G.	Conductor	1/11 per hour.	13 "	Lewis, Joseph A.	Conductor	1/11 per hour.
13 "	Watters, Thomas W.	Conductor	1/11 per hour.	13 "	Lynch, William S.	Conductor	1/11 per hour.
13 "	Stubbs, Charles R.	Electric driver	1/11 per hour.	13 "	Lyndon, Claude L.	Conductor	1/11 per hour.
13 "	Hilzinger, Arthur H.	Conductor	1/11 per hour.	13 "	Martin, John T.	Conductor	1/11 per hour.
13 "	Tighe, Thomas	Conductor	1/11 per hour.	13 "	May, Mark W.	Conductor	1/11 per hour.
13 "	Taylor, Malcolm L.	Conductor	1/11 per hour.	13 "	Melling, William	Conductor	1/11 per hour.
13 "	Turner, Joseph H.	Conductor	1/11 per hour.	13 "	Misson, Clarence H.	Conductor	1/11 per hour.
13 "	Willis, Alfred N.	Conductor	1/11 per hour.	13 "	Moore, John W.	Conductor	1/11 per hour.
13 "	Quinn, John V.	Electric driver	1/11 per hour.	13 "	McAnn, James P.	Conductor	1/11 per hour.
13 "	Herbert, Thomas	Conductor	1/11 per hour.	13 "	McDonald, John A.	Conductor	1/11 per hour.
13 "	Haylock, Harold D.	Conductor	1/11 per hour.	13 "	McGrouder, Hilary P.	Conductor	1/11 per hour.
13 "	Leahy, Michael J.	Conductor	1/11 per hour.	13 "	McPherson, Randolph G.	Conductor	1/11 per hour.
13 "	Newton, Arnold B.	Conductor	1/11 per hour.	13 "	McSweeney, William P.	Conductor	1/11 per hour.
13 "	Oades, Alexander R.	Conductor	1/11 per hour.	13 "	Nelson, Richard J.	Conductor	1/11 per hour.
13 "	Nash, James A.	Conductor	1/11 per hour.	13 "	Nicholson, Thomas	Conductor	1/11 per hour.
13 "	Peirce, Arthur J.	Conductor	1/11 per hour.	13 "	O'Connor, Michael J.	Conductor	1/11 per hour.
13 "	Patterson, Eric C.	Conductor	1/11 per hour.	13 "	O'Keefe, Jeremiah	Conductor	1/11 per hour.
13 "	Allan, Joseph A.	Conductor	1/11 per hour.	13 "	O'Shea, Michael	Conductor	1/11 per hour.
13 "	Clarke, Ernest E.	Conductor	1/11 per hour.	13 "	Hook, Thomas O.	Conductor	1/11 per hour.
13 "	Cunningham, Herbert	Conductor	1/11 per hour.	13 "	Pagel, Bertram	Conductor	1/11 per hour.
13 "	Carmichael, Roy S.	Conductor	1/11 per hour.	13 "	Parker, Arthur E.	Conductor	1/11 per hour.
13 "	Crain, Stephen L.	Conductor	1/11 per hour.	13 "	Parsons, Carlisle	Conductor	1/11 per hour.
13 "	Ford, James C.	Conductor	1/11 per hour.	13 "	Rozynski, Arthur H.	Conductor	1/11 per hour.
13 "	Hamilton, Eric D.	Conductor	1/11 per hour.	13 "	Salisbury, Leslie G.	Conductor	1/11 per hour.
13 "	Aitkenhead, Roy M.	Conductor	1/11 per hour.	13 "	Scully, Joseph F.	Conductor	1/11 per hour.
13 "	Bennett, Charles	Conductor	1/11 per hour.	13 "	Shailer, Albert W.	Conductor	1/11 per hour.
13 "	Condon, John	Conductor	1/11 per hour.	13 "	Slade, Arthur J.	Conductor	1/11 per hour.
13 "	Coghlan, Chas. H.	Electric driver	1/11 per hour.	13 "	Smith, Cecil E.	Conductor	1/11 per hour.
13 "	Darling, Francis L.	Conductor	1/11 per hour.	13 "	Smith, Walter M.	Conductor	1/11 per hour.
13 "	Hull, Austin A.	Conductor	1/11 per hour.	13 "	Sterling, Harold	Conductor	1/11 per hour.
13 "	Harloe, William J.	Conductor	1/11 per hour.	13 "	Stevens, Harry	Conductor	1/11 per hour.
13 "	Johnson, Charles H.	Conductor	1/11 per hour.	13 "	Sturt, Thomas G.	Conductor	1/11 per hour.
13 "	Melton, Percy	Conductor	1/11 per hour.	13 "	Sutherland, Harry S.	Conductor	1/11 per hour.
13 "	Miles, Albert E.	Conductor	1/11 per hour.	13 "	Thomas, Matthew St. J.	Conductor	1/11 per hour.
13 "	Rowley, Henry	Conductor	1/11 per hour.	13 "	Thorne, Reginald	Conductor	1/11 per hour.
13 "	Stone, Percy R.	Conductor	1/11 per hour.	13 "	Turl, Walter C.	Conductor	1/11 per hour.
13 "	Taylor, Benjamin M.	Conductor	1/11 per hour.	13 "	Travers, Harnel	Conductor	1/11 per hour.
13 "	Tull, George S.	Conductor	1/11 per hour.	13 "	Treftery, Percy S.	Conductor	1/11 per hour.
13 "	Thicknesse, Wilfred G.	Conductor	1/11 per hour.	13 "	Watson, Joseph W.	Conductor	1/11 per hour.
13 "	Burton, Charles R.	Conductor	1/11 per hour.	13 "	Weaver, Horace	Conductor	1/11 per hour.
13 "	Nash, Thomas B.	Electric driver	1/10 1/2 per hour.	13 "	Wax, Thomas S.	Conductor	1/11 per hour.
13 "	Gavagan, Greville E.	Conductor	1/94 per hour.	13 "	Wells, Herbert J.	Conductor	1/11 per hour.
13 "	Ball, William O.	Conductor	1/11 per hour.	13 "	Whitehead, Charles A.	Conductor	1/11 per hour.
13 "	Bennett, James J.	Conductor	1/11 per hour.	13 "	Wilson, Thomas C.	Conductor	1/11 per hour.
13 "	Banbury John R.	Conductor	1/11 per hour.	13 "	Gohert, Charles A.	Conductor	1/11 per hour.
13 "	Brett, Thomas N.	Conductor	1/11 per hour.	13 "	Graham, Arthur	Conductor	1/11 per hour.
13 "	Coppin, Leonard	Conductor	1/11 per hour.	13 "	Hassan, Edward J.	Conductor	1/11 per hour.
13 "	Copping, Spencer G.	Conductor	1/11 per hour.	13 "	Mackay, Sinclair W.	Conductor	1/11 per hour.
13 "	Cameron, Malcolm	Conductor	1/11 per hour.	13 "	Nicholson, Charles	Conductor	1/11 per hour.
13 "	Fox, Claude S.	Conductor	1/11 per hour.	13 "	Peele, William W.	Conductor	1/11 per hour.
13 "	Gray, Charles E.	Conductor	1/11 per hour.	13 "	Stahlhut, Norman C.	Conductor	1/11 per hour.
13 "	Henshall, George	Conductor	1/11 per hour.	13 "	Abbott, Reginald	Conductor	1/10 1/2 per hour.
13 "	Harford, Kenneth J.	Conductor	1/11 per hour.	13 "	Bingham, Cyril E.	Conductor	1/10 1/2 per hour.
13 "	Hannaford, Cyril B.	Conductor	1/11 per hour.	13 "	Birchell, Henry	Conductor	1/10 1/2 per hour.
13 "	Hawkes, Edward S.	Conductor	1/11 per hour.	13 "	Beggs, Thomas	Conductor	1/10 1/2 per hour.
13 "	Hughes, Thomas R.	Conductor	1/11 per hour.	13 "	Collison, Oscar C.	Conductor	1/10 1/2 per hour.
13 "	Jones, Seth	Conductor	1/11 per hour.	13 "	Crane, John H.	Conductor	1/10 1/2 per hour.
13 "	Jackson, William C.	Conductor	1/11 per hour.	13 "	Darcy, Clarence L.	Conductor	1/10 1/2 per hour.
13 "	Kelly, Charles E.	Conductor	1/11 per hour.	13 "	Davis, Alfred J.	Conductor	1/10 1/2 per hour.
13 "	Kendall, Ernest V.	Conductor	1/11 per hour.	13 "	Devenport, Reginald	Conductor	1/10 1/2 per hour.
13 "	Leaney, Edward	Conductor	1/11 per hour.	13 "	Flood, Harold M.	Conductor	1/10 1/2 per hour.
13 "	Lamb, Robert E.	Conductor	1/11 per hour.	13 "	Freestone, Arthur J.	Conductor	1/10 1/2 per hour.
13 "	Metcalfe, Reuben J.	Conductor	1/11 per hour.	13 "	Gael, Harold I.	Conductor	1/10 1/2 per hour.
13 "	Murphy, Patrick	Conductor	1/11 per hour.	13 "	Hamilton, William	Conductor	1/10 1/2 per hour.
13 "	Nelson, Edgar M.	Conductor	1/11 per hour.	13 "	Hammond, William	Conductor	1/10 1/2 per hour.
13 "	Noakes, Percival E.	Conductor	1/11 per hour.	13 "	Hardman, Hubert J.	Conductor	1/10 1/2 per hour.
13 "	O'Loughlin, Thomas F.	Conductor	1/11 per hour.	13 "	Ingram, Robert B.	Conductor	1/10 1/2 per hour.
13 "	O'Neill, Francis	Conductor	1/11 per hour.	13 "	Kennedy, Walter S.	Conductor	1/10 1/2 per hour.
13 "	Parkins, Alfred J.	Conductor	1/11 per hour.	13 "	Knight, William L. J. (2)	Conductor	1/10 1/2 per hour.
13 "	Rogers, Thomas S.	Conductor	1/11 per hour.	13 "	Knoft, George J.	Conductor	1/10 1/2 per hour.
13 "	Ryan, John F.	Conductor	1/11 per hour.	13 "	Levett, Henry	Conductor	1/10 1/2 per hour.
13 "	Street, Walter C.	Conductor	1/11 per hour.	13 "	McAlister, Robert	Conductor	1/10 1/2 per hour.
13 "	Skeggs, Alfred A.	Conductor	1/11 per hour.	13 "	McCarthy, Francis	Conductor	1/10 1/2 per hour.
13 "	Smith, John F.	Conductor	1/11 per hour.	13 "	McKenzie, William R.	Conductor	1/10 1/2 per hour.
13 "	Turner, William H.	Conductor	1/11 per hour.	13 "	Nicholas, Edmund R.	Conductor	1/10 1/2 per hour.
13 "	Tickel, John	Conductor	1/11 per hour.	13 "	O'Brien, Edward H.	Conductor	1/10 1/2 per hour.
13 "	Webb, Harold V.	Conductor	1/11 per hour.	13 "	Olsen, William H.	Conductor	1/10 1/2 per hour.
13 "	Wellings, Arthur	Conductor	1/11 per hour.	13 "	O'Neill, Thomas P.	Conductor	1/10 1/2 per hour.
13 "	Hyatt, Thomas J.	Conductor	1/10 1/2 per hour.	13 "	Patterson, Robert A.	Conductor	1/10 1/2 per hour.
13 "	Bonsfield, Arthur R.	Conductor	1/10 1/2 per hour.	13 "	Reading, Edgar S.	Conductor	1/10 1/2 per hour.
13 "	Reilly, Patrick J.	Conductor	1/10 1/2 per hour.	13 "	Shinnick, Thomas D.	Conductor	1/10 1/2 per hour.
13 "	McDonald, William S.	Conductor	1/10 1/2 per hour.	13 "	Slattery, Michael T.	Conductor	1/10 1/2 per hour.
13 "	Dawson, John H.	Conductor	1/10 1/2 per hour.	13 "	Solomon, Nathan	Conductor	1/10 1/2 per hour.
13 "	Mocney, Patrick	Electric driver	1/11 per hour.	13 "	Thomas, Charles F.	Conductor	1/10 1/2 per hour.
				13 "	Walker, Clarence G.	Conductor	1/10 1/2 per hour.



11

Date	Name.	Position.	Rate.	Date.	Name.	Position.	Rate.
1924. TRAFFIC BRANCH, TRAMWAYS—continued.				1924. TRAFFIC BRANCH, TRAMWAYS—continued.			
13 July	Clemow, Albert S.	Conductor	1/10 per hour.	13 July	Loveridge, Ernest W.	Conductor	1/10 per hour.
13 "	Douglas, Robert C.	Conductor	1/10 per hour.	13 "	Robertson, Leo W.	Conductor	1/10 per hour.
13 "	Wasley, Alfred V.	Conductor	1/11 per hour.	13 "	James, David A.	Conductor	1/10 per hour.
13 "	Anderson, Benjamin I.	Conductor	1/11 per hour.	13 "	Ralph, Arthur W.	Conductor	1/10 per hour.
13 "	Bryant, Clement H.	Conductor	1/11 per hour.	13 "	Souter, Alfred E.	Conductor	1/10 per hour.
13 "	Corbett, Albert E.	Conductor	1/11 per hour.	13 "	Curtis, Lester A.	Conductor	1/11 per hour.
13 "	Dunk, Edwin C.	Conductor	1/11 per hour.	13 "	Rosman, Thomas	Conductor	1/11 per hour.
13 "	Harrower, Peter	Conductor	1/11 per hour.	13 "	Ashton, Fred	Conductor	1/10 per hour.
13 "	McKinnon, James A.	Conductor	1/11 per hour.	13 "	Burdon, William	Conductor	1/10 per hour.
13 "	Richards, George H.	Conductor	1/11 per hour.	13 "	Biddle, Joseph H.	Conductor	1/10 per hour.
13 "	Shippell, Rudolf	Conductor	1/11 per hour.	13 "	Clegg, Albert	Conductor	1/10 per hour.
13 "	Mackie, Henry G.	Conductor	1/10 per hour.	13 "	Dacey, William E.	Conductor	1/10 per hour.
13 "	Harland, Charles	Conductor	1/10 per hour.	13 "	Hunt, Jabez H.	Conductor	1/10 per hour.
13 "	Powell, Morgan	Conductor	1/10 per hour.	13 "	Kepple, Percy J.	Conductor	1/10 per hour.
13 "	Bailey, Cecil B.	Conductor	1/11 per hour.	13 "	Lewis, Jack C.	Conductor	1/10 per hour.
13 "	Gregory, George G.	Conductor	1/11 per hour.	13 "	Le Feuvre, Raymond	Conductor	1/10 per hour.
13 "	Williams, George	Conductor	1/11 per hour.	13 "	McDonall, Stanley C.	Conductor	1/10 per hour.
13 "	McDonough, George F.	Conductor	1/11 per hour.	13 "	Phillips, Moss	Conductor	1/10 per hour.
13 "	McKnight, William J.	Conductor	1/11 per hour.	13 "	Ranayd, William B.	Conductor	1/10 per hour.
13 "	Hunt, Basil	Conductor	1/10 per hour.	13 "	Reynolds, James W.	Conductor	1/10 per hour.
13 "	Tull, George	Conductor	1/10 per hour.	13 "	Webb, Harry	Conductor	1/10 per hour.
13 "	McGuinness, Loyal	Conductor	1/11 per hour.	13 "	Oliver, George F.	Conductor	1/10 per hour.
13 "	Rowe, Cyril G.	Conductor	1/11 per hour.	13 "	Penning, Herbert C.	Conductor	1/10 per hour.
13 "	Siemens, George H.	Conductor	1/11 per hour.	13 "	Phillips, Oscar E.	Conductor	1/10 per hour.
13 "	Bradbery, Charles E.	Conductor	1/11 per hour.	13 "	Pitt, Thomas W.	Conductor	1/10 per hour.
13 "	Ranger, Frank H.	Conductor	1/11 per hour.	13 "	Strachan, William	Conductor	1/11 per hour.
13 "	Harris, Arthur W.	Conductor	1/11 per hour.	13 "	Sayre, Henry G.	Conductor	1/11 per hour.
13 "	Crampton, Arthur H.	Conductor	1/11 per hour.	13 "	McQuellin, William J.	Conductor	1/11 per hour.
13 "	O'Brien, George F.	Conductor	1/11 per hour.	13 "	Brown, Robert T.	Conductor	1/11 per hour.
13 "	Watson, Andrew A.	Conductor	1/11 per hour.	13 "	Greentree, Lancelot R.	Conductor	1/11 per hour.
13 "	Stanwell, Frederick W.	Conductor	1/11 per hour.	13 "	Taylor, Augustus C.	Conductor	1/10 per hour.
13 "	Heaney, John M.	Conductor	1/11 per hour.	13 "	Howling, John W.	Conductor	1/10 per hour.
13 "	Harris, Oliver A.	Conductor	1/11 per hour.	13 "	O'Brien, Maurice	Conductor	1/10 per hour.
13 "	Murray, Joseph C.	Conductor	1/11 per hour.	13 "	Legdin, Peter A.	Conductor	1/10 per hour.
13 "	Dobson, Leslie M.	Conductor	1/11 per hour.	13 "	Bogg, Albert S.	Conductor	1/10 per hour.
13 "	Summers, Alfred J.	Conductor	1/11 per hour.	13 "	McGregor, James	Conductor	1/10 per hour.
13 "	McGuirk, George T.	Conductor	1/11 per hour.	13 "	Smith, Frank	Conductor	1/10 per hour.
13 "	Tait, Peter	Conductor	1/11 per hour.	13 "	Atkinson, Vivian T.	Conductor	1/11 per hour.
13 "	Randall, George	Conductor	1/11 per hour.	13 "	Coleman, Albert	Conductor	1/11 per hour.
13 "	Hancock, Michael J.	Conductor	1/11 per hour.	13 "	Andrews, Jack K.	Conductor	1/10 per hour.
13 "	Wright, Clarence W.	Conductor	1/11 per hour.	13 "	Brook, Alenza V.	Conductor	1/10 per hour.
13 "	Martin, Albert C.	Conductor	1/11 per hour.	13 "	Bayswater, William D.	Conductor	1/10 per hour.
13 "	Rope, Edward J.	Conductor	1/11 per hour.	13 "	Black, Allen G.	Conductor	1/10 per hour.
13 "	Bookless, Sidney J.	Conductor	1/11 per hour.	13 "	Buckman, Ernest E.	Conductor	1/10 per hour.
13 "	Wright, George C.	Conductor	1/11 per hour.	13 "	Clariss, Edward T.	Conductor	1/10 per hour.
13 "	Lancaster, Robert W.	Conductor	1/11 per hour.	13 "	Carroll, Austin J.	Conductor	1/10 per hour.
13 "	Schmitz, Otto	Conductor	1/11 per hour.	13 "	Hawkes, Oscar S.	Conductor	1/10 per hour.
13 "	Coheroff, Norman	Conductor	1/11 per hour.	13 "	Hastie, James A.	Conductor	1/10 per hour.
13 "	Lamb, Thomas S.	Conductor	1/11 per hour.	13 "	Kelly, Alfred W.	Conductor	1/10 per hour.
13 "	Bignell, Frank	Conductor	1/11 per hour.	13 "	Leaney, Alfred A.	Conductor	1/10 per hour.
13 "	Hannon, Anthony G.	Conductor	1/11 per hour.	13 "	Maheony, Percy W.	Conductor	1/10 per hour.
13 "	Hill, Edward J.	Conductor	1/11 per hour.	13 "	Onley, Wilfred J.	Conductor	1/10 per hour.
13 "	Gill, James H.	Conductor	1/11 per hour.	13 "	Pappis, Roberts C.	Conductor	1/10 per hour.
13 "	Greenhalgh, Edward L.	Conductor	1/10 per hour.	13 "	Robinson, Hercules	Conductor	1/10 per hour.
13 "	Gibbons, William J.	Conductor	1/10 per hour.	13 "	Stewart, John J.	Conductor	1/10 per hour.
13 "	Maher, Albert R.	Conductor	1/10 per hour.	13 "	Swanson, Randolph C.	Conductor	1/10 per hour.
13 "	Small, Oswald J.	Conductor	1/10 per hour.	13 "	Hawes, Harry Y.	Conductor	1/10 per hour.
13 "	Stuart, Herbert J.	Conductor	1/10 per hour.	13 "	Rankin, George W.	Conductor	1/10 per hour.
13 "	Welsh, Walter	Conductor	1/10 per hour.	13 "	Williams, Cyril A.	Conductor	1/10 per hour.
13 "	Condran, Michael H.	Conductor	1/11 per hour.	13 "	Cutcher, Herbert L.	Conductor	1/10 per hour.
13 "	Cooper, Brian S.	Conductor	1/11 per hour.	13 "	Thomas, Reginald H.	Conductor	1/10 per hour.
13 "	Gilbert, Clifford	Conductor	1/11 per hour.	13 "	Brown, Robert J.	Conductor	1/10 per hour.
13 "	Garwell, Percy	Conductor	1/11 per hour.	13 "	Ogden, Herbert E.	Conductor	1/10 per hour.
13 "	Gannon, Frederick C.	Conductor	1/11 per hour.	13 "	Ridgeway, Archibald L.	Conductor	1/10 per hour.
13 "	Holmes, Richard J.	Conductor	1/11 per hour.	13 "	Barton, Arthur	Conductor	1/10 per hour.
13 "	Hineks, Wallace R.	Conductor	1/11 per hour.	13 "	Dye, Alfred	Conductor	1/10 per hour.
13 "	Kelly, Herbert P.	Conductor	1/11 per hour.	13 "	Grog, Walter E.	Conductor	1/10 per hour.
13 "	Lee, Harry	Conductor	1/11 per hour.	13 "	Hinton, Victor L.	Conductor	1/10 per hour.
13 "	McDonald, Alexander	Conductor	1/11 per hour.	13 "	Fill, Charles L.	Conductor	1/10 per hour.
13 "	Neilson, Alfred E.	Conductor	1/11 per hour.	13 "	Kerwin, Roy	Conductor	1/10 per hour.
13 "	Peterson, Albert C.	Conductor	1/11 per hour.	13 "	Rees, Edris S.	Conductor	1/10 per hour.
13 "	Pearson, Henry	Conductor	1/11 per hour.	13 "	Smith, Lyl D.	Conductor	1/10 per hour.
13 "	Phillips, Cyril F.	Conductor	1/11 per hour.	13 "	Warnock, Francis M.	Conductor	1/11 per hour.
13 "	Thompson, James	Conductor	1/11 per hour.	13 "	Francis, Phillip	Conductor	1/11 per hour.
13 "	Geary, Wilfred E.	Conductor	1/11 per hour.	13 "	Lloyd, George E.	Conductor	1/10 per hour.
13 "	Morgan, Frederick	Conductor	1/11 per hour.	13 "	Howard, Thomas P.	Conductor	1/10 per hour.
13 "	Wales, Sydney C.	Conductor	1/10 per hour.	13 "	Hunter, James W.	Conductor	1/10 per hour.
13 "	Brandon, George J.	Conductor	1/10 per hour.	13 "	Kroll, Able A.	Conductor	1/10 per hour.
13 "	Cox, Joseph L.	Conductor	1/10 per hour.	13 "	Speight, Herbert	Conductor	1/10 per hour.
13 "	Hall, Albert	Conductor	1/10 per hour.	13 "	Webster, Hugh J.	Conductor	1/10 per hour.
13 "	Harrison, Harry D.	Conductor	1/10 per hour.	13 "	Tuckey, Horace N.	Conductor	1/11 per hour.
13 "	Kay, James A.	Conductor	1/10 per hour.	13 "	Summers, Alfred J.	Conductor	1/10 per hour.
13 "	Johnson, Elie G.	Conductor	1/10 per hour.	13 "	Egan, George T.	Conductor	1/10 per hour.
13 "	Kerin, John B.	Conductor	1/10 per hour.	13 "	Gibson, William	Conductor	1/10 per hour.
13 "	Sherar, Frank W.	Conductor	1/10 per hour.	13 "	Knight, Wilfred C.	Conductor	1/10 per hour.
13 "	Myhill, Lachlan	Conductor	1/11 per hour.	13 "	Krakouer, Arthur O.	Conductor	1/10 per hour.
13 "	Aubrey, Henry R.	Conductor	1/11 per hour.	13 "	Finney, Ernest C.	Conductor	1/10 per hour.
13 "	Keir, Alfred W.	Conductor	1/11 per hour.	13 "	Lomax, Harry	Conductor	1/10 per hour.
13 "	Quinlan, Albert D.	Conductor	1/11 per hour.	13 "	O'Brien, Patrick E.	Conductor	1/10 per hour.
13 "	Smith, William	Conductor	1/11 per hour.	13 "	Seroun, Kenry L.	Conductor	1/10 per hour.
13 "	Thomas, Edward A.	Conductor	1/10 per hour.	13 "	Jennings, Harry	Conductor	1/10 per hour.
13 "	Carr, Ernest G.	Conductor	1/10 per hour.	13 "	Woods, Sidney W.	Conductor	1/10 per hour.
13 "	Chappell, William T.	Conductor	1/10 per hour.	13 "	Billet, William L.	Conductor	1/10 per hour.
13 "	Elley, Sidney J.	Conductor	1/10 per hour.	13 "	Whitney, Rufus G.	Conductor	1/10 per hour.
13 "	Gadd, Tasman L.	Conductor	1/10 per hour.	13 "	Adams, Douglas V.	Conductor	1/10 per hour.
13 "	Gibson, Frederick H.	Conductor	1/10 per hour.	13 "	Donoghoe, Francis	Conductor	1/10 per hour.
13 "	Pringle, Arthur	Conductor	1/10 per hour.	13 "	Flynn, Kevin J.	Conductor	1/10 per hour.
13 "	Shepherd, Leslie A.	Conductor	1/10 per hour.	13 "	Gawthorne, Cecil N.	Conductor	1/10 per hour.
13 "	Westgate, Albert H.	Conductor	1/11 per hour.	13 "	Ash, Norman B.	Conductor	1/11 per hour.
13 "	Slater, Wallace G.	Conductor	1/10 per hour.	13 "	Cooper, Jack S.	Conductor	1/10 per hour.
13 "	Bentley, Theodore	Conductor	1/10 per hour.	13 "	Edwards, Eric	Conductor	1/10 per hour.
13 "	Emery, Robert R.	Conductor	1/10 per hour.	13 "	McInnes, Arthur	Conductor	1/10 per hour.
13 "	Handfield, Walter H.	Conductor	1/10 per hour.	13 "	Roberts, Dudley L.	Conductor	1/10 per hour.
13 "	Hession, Charles T.	Conductor	1/10 per hour.	13 "	O'Brien, Alfred J.	Conductor	1/11 per hour.
13 "	Fitcher, William J.	Conductor	1/10 per hour.	13 "	Stephenson, William	Conductor	1/11 per hour.
13 "	Hall, William S.	Conductor	1/10 per hour.	13 "	Emery, Cecil S.	Conductor	1/11 per hour.
13 "	McLean, Murdoch	Conductor	1/10 per hour.	13 "	Stanford, Gregory	Conductor	1/11 per hour.
13 "	McKenzie, Douglas	Conductor	1/10 per hour.	13 "	Soars, Ernest F.	Conductor	1/10 per hour.
13 "	McNamara, Roy F.	Conductor	1/10 per hour.	13 "	Tivy, Richard G.	Conductor	1/11 per hour.
13 "	Stimpson, Albert	Conductor	1/10 per hour.	13 "	Ross, Thomas E.	Conductor	1/10 per hour.
13 "	Whitpaine, Ronald A.	Conductor	1/10 per hour.	13 "	Byrne, William H.	Conductor	1/10 per hour.
13 "	Wright, George E.	Conductor	1/10 per hour.	13 "	Morris, James	Conductor	1/11 per hour.
13 "	Ahrens, Frederick C.	Conductor	1/11 per hour.	13 "	Miller, Robert	Fettler	1/11 per hour.
13 "	Hawkins, George	Conductor	1/11 per hour.	9 Aug.	Fowler, Selby A.	Conductor	1/10 per hour.
13 "	Lewis, Benjamin H.	Conductor	1/11 per hour.	10 "	Grinham, Bernard	Conductor	1/10 per hour.
13 "	Murphy, Patrick (1)	Conductor	1/11 per hour.	10 "	Fitzpatrick, George S.	Conductor	1/10 per hour.
13 "	Pace, Frederick J.	Conductor	1/10 per hour.	10 "	Lake, George W.	Conductor	1/10 per hour.
13 "	Clark, James	Conductor	1/11 per hour.	10 "	Needham, Norman F.	Conductor	1/10 per hour.
13 "	Halls, Walter W.	Conductor	1/10 per hour.				



Date.	Name.	Position.	Rate.	Date.	Name.	Position.	Rate.
1924. TRAFFIC BRANCH, TRAMWAYS—continued.				1924. ELECTRICAL BRANCH, TRAMWAYS—continued.			
10 Aug.	Lord, Charles H.	Conductor	1/10 per hour.	30 June	Lovell, William	Construction lineman	2/21 per hour.
10 "	Rogers, William H.	Conductor	1/10 per hour.	30 "	McDonald, Leo A.	Construction lineman	2/21 per hour.
10 "	Gosbell, Arthur V.	Conductor	1/10 per hour.	30 "	McKay, Daniel	Construction lineman	2/21 per hour.
10 "	Cary, Aubrey L.	Conductor	1/10 per hour.	30 "	Oliver, William H.	Construction lineman	2/21 per hour.
10 "	Marshall, William M.	Conductor	1/10 per hour.	30 "	Reid, Hugh J.	Construction lineman	2/21 per hour.
10 "	Jones, Walter H.	Conductor	1/10 per hour.	30 "	Robinson, Hugh	Construction lineman	2/21 per hour.
10 "	McNevin, Alexander H.	Conductor	1/10 per hour.	30 "	Singh, John	Construction lineman	2/21 per hour.
10 "	Peisley, Claude C.	Conductor	1/10 per hour.	30 "	Sheehan, John P.	Construction lineman	2/21 per hour.
10 "	Price, Frank	Conductor	1/10 per hour.	30 "	Torkewitz, William B.	Construction lineman	2/21 per hour.
10 "	Williams, Basil C.	Conductor	1/10 per hour.	30 "	Whitehall, Theodore	Construction lineman	2/21 per hour.
10 "	Hughes, William R.	Conductor	1/10 per hour.	30 "	Robinson, Ernest T.	Construction lineman	2/21 per hour.
24 "	Brown, Harold J.	Conductor	1/10 per hour.	30 "	Ross, Angus	Car builder	2/21 per hour.
24 "	Pearce, Alexander L.	Conductor	1/10 per hour.	30 "	Webb, Sydney J.	Car builder	2/21 per hour.
24 "	Feld, Sylvester J.	Conductor	1/10 per hour.	30 "	McFadden, Cyril	Electrical mechanic	2/21 per hour.
24 "	Holder, Leslie D.	Conductor	1/10 per hour.	30 "	Feld, William	Electrical mechanic	2/21 per hour.
24 "	McDonald, John W.	Conductor	1/10 per hour.	30 "	Butcher, Ernest A.	Electrical mechanic	2/21 per hour.
24 "	McKenzie, Earl V.	Conductor	1/10 per hour.	30 "	Bithead, Charles	Electrical mechanic	2/21 per hour.
24 "	Newbold, Gustavus W.	Conductor	1/10 per hour.	30 "	Palmer, Harold	Electrical mechanic	2/21 per hour.
24 "	O'Neill, Philip	Conductor	1/10 per hour.	30 "	Allen, Thomas J.	Linemen's labourer	1/10 per hour.
24 "	Pringle, Thomas W.	Conductor	1/10 per hour.	30 "	Arundell, Thomas	Linemen's labourer	1/10 per hour.
24 "	Sharman, George T.	Conductor	1/10 per hour.	30 "	Brown, Jerome	Linemen's labourer	1/10 per hour.
24 "	Hall, Frank S.	Conductor	1/10 per hour.	30 "	Cliff, Joseph	Linemen's labourer	1/10 per hour.
21 "	Heness, Arthur J.	Conductor	1/10 per hour.	30 "	Condon, Charles	Linemen's labourer	1/10 per hour.
21 "	Broome, George W.	Conductor	1/10 per hour.	30 "	Haddow, Raymond	Linemen's labourer	1/10 per hour.
21 "	Bennett, Simon M.	Conductor	1/10 per hour.	30 "	Haeney, David	Linemen's labourer	1/10 per hour.
21 "	Cruickshanks, Clifford	Conductor	1/10 per hour.	30 "	Holliday, Norman W.	Linemen's labourer	1/10 per hour.
24 "	Doller, Joseph J.	Conductor	1/10 per hour.	30 "	Kembrey, Augustus	Linemen's labourer	1/10 per hour.
24 "	Lonard, Arthur H.	Conductor	1/10 per hour.	30 "	Kennedy, James A.	Linemen's labourer	1/10 per hour.
24 "	McPherson, James M.	Conductor	1/10 per hour.	30 "	Nunney, Herbert	Linemen's labourer	1/10 per hour.
24 "	O'Shea, Alfrancis	Conductor	1/10 per hour.	30 "	Anderson, Hans	Labourer	1/8 per hour.
24 "	Rankin, Frank	Conductor	1/10 per hour.	30 "	Brewer, Charles	Labourer	1/8 per hour.
24 "	Wilcox, Charles D.	Conductor	1/10 per hour.	30 "	Buckley, Archibald	Labourer	1/8 per hour.
24 "	Hogan, Joseph T.	Conductor	1/10 per hour.	30 "	Brisbane, William H.	Labourer	1/8 per hour.
21 "	Hutchison, Robert C.	Conductor	1/10 per hour.	30 "	Caffery, William	Labourer	1/8 per hour.
21 "	Kerr, James H.	Conductor	1/10 per hour.	30 "	Douglas, Robert	Labourer	1/8 per hour.
24 "	Foster, Percy I.	Conductor	1/10 per hour.	30 "	Holmes, Alfred	Labourer	1/8 per hour.
24 "	Abbott, William C.	Conductor	1/10 per hour.	30 "	Moore, Benjamin	Labourer	1/8 per hour.
24 "	Quinn, William P.	Conductor	1/10 per hour.	30 "	Males, William	Labourer	1/8 per hour.
7 Sept.	Barry, William J.	Conductor	1/10 per hour.	30 "	O'Brien, Bede	Labourer	1/8 per hour.
7 "	Doyle, William H.	Conductor	1/10 per hour.	30 "	Pretty, George	Labourer	1/8 per hour.
7 "	De Vere, Leo C.	Conductor	1/10 per hour.	30 "	Ryan, Edward	Labourer	1/8 per hour.
7 "	Williams, John A.	Conductor	1/10 per hour.	30 "	Stoneman, Norman	Labourer	1/8 per hour.
7 "	Grant, Archibald D.	Conductor	1/9 per hour.	30 "	Smith, John P.	Labourer	1/8 per hour.
7 "	Long, Ebert	Conductor	1/9 per hour.	30 "	Sweeney, William	Labourer	1/8 per hour.
7 "	Martin, George H.	Conductor	1/9 per hour.	30 "	Sinclair, James R.	Labourer	1/8 per hour.
7 "	Reynolds, William H.	Conductor	1/9 per hour.	30 "	Webb, Francis	Labourer	1/8 per hour.
7 "	Watson, Robert	Conductor	1/9 per hour.	30 "	Worthington, Norman	Labourer	1/8 per hour.
7 "	Gould, Charles J.	Conductor	1/10 per hour.	30 "	Whit, Rupert	Labourer	1/8 per hour.
7 "	Anderson, Alexander J.	Conductor	1/9 per hour.	1 July	Brown, James	Cleaner	7d. per hour.
7 "	Bone, Walter E.	Conductor	1/9 per hour.	1 "	Latchmore, William H.	Cleaner	9d. per hour.
7 "	Dillon, William E.	Conductor	1/10 per hour.	1 "	Swain, Thomas	Plumber	2/3 per hour.
7 "	McKenzie, John L.	Conductor	1/9 per hour.	1 "	Dehurst, Clifford	Tinsmith	2/0 per hour.
7 "	McDonald, Alec	Conductor	1/9 per hour.	1 "	Cox, Edwin	Tinsmith	2/0 per hour.
7 "	Hile, William	Conductor	1/10 per hour.	1 "	Abbott, William	Turner	2/3 per hour.
7 "	Engledow, William R.	Conductor	1/9 per hour.	1 "	Young, Ernest	Turner	2/5 per hour.
7 "	Hargrave, Henry T.	Conductor	1/9 per hour.	1 "	O'Sullivan, Eugene	Tinsmith	2/3 per hour.
7 "	Kemp, George W.	Conductor	1/9 per hour.	1 "	Whitecombe, Charles E.	Turner	2/3 per hour.
7 "	Kennedy, William E.	Conductor	1/9 per hour.	1 "	Batts, William	Fitter	2/3 per hour.
7 "	Monds, William E.	Conductor	1/9 per hour.	1 "	Dooks, Herbert	Fitter	2/5 per hour.
7 "	Rickard, Edward W.	Conductor	1/9 per hour.	1 "	Morris, Arthur	Fitter	2/5 per hour.
1924. ELECTRICAL BRANCH, TRAMWAYS.				1 "	Patten, Leslie J.	Fitter	2/5 per hour.
24 June	Anthony, Trevor	Electrical Mechanics' Apprentice.	3d. per hour.	1 "	Atkins, Edward F.	Fitter	2/4 per hour.
26 "	O'Rourke, Matthew	Shop Boy	11d. per hour.	1 "	Linch, John	Fitter	2/3 per hour.
26 "	Alken, Arthur R.	Electrical Mechanics' Apprentice.	3d. per hour.	1 "	Taylor, William H.	Fitter	2/5 per hour.
26 "	Murray, Joseph	Shop Boy	11d. per hour.	1 "	Stevens, William J.	Fitter	2/3 per hour.
27 "	Fairs, Jack	Shop Boy	1/2d. per hour.	1 "	Callill, John J.	Fitter	2/3 per hour.
30 "	Mitchell, John C.	Electrical Mechanics' Apprentice.	3d. per hour.	1 "	Fortune, John	Fitter	2/3 per hour.
30 "	Vincent, Bert F.	Fitters' Apprentice	3d. per hour.	1 "	Watson, Albert	Fitter	2/3 per hour.
30 "	Crockett, Stanley J.	Labourer	1/8 per hour.	1 "	Gallard, Edward	Electrical fitter	2/5 per hour.
30 "	Buckman, Herbert T.	Labourer	1/8 per hour.	1 "	Ford, Ernest C.	Coach painter	2/4 per hour.
30 "	Mannix, Oscar G.	Labourer	1/8 per hour.	1 "	Gurch, Robert H.	Coach painter	2/4 per hour.
30 "	Joyce, Richmond	Horse Wagon Driver	1/7 per hour.	1 "	O'Donnell, Francis	Painters' labourer	2/5 per hour.
30 "	Fox, Arnold H.	Linemen's Labourer	1/10 per hour.	1 "	South, Harold R.	Car builder	2/2 per hour.
30 "	Grumley, William	Linemen's Labourer	1/10 per hour.	1 "	Hazelwood, Arthur E.	Car builder	2/2 per hour.
30 "	Gillespie, William	Linemen's Labourer	1/10 per hour.	1 "	Hazelwood, Edward C.	Car builder	2/2 per hour.
30 "	Lauritzen, Cecil C.	Linemen's Labourer	1/10 per hour.	1 "	Jackson, Albert	Fitter	2/3 per hour.
30 "	Leech, Thomas L.	Linemen's Labourer	1/10 per hour.	1 "	Lindsay, Robert	Fitter	2/3 per hour.
30 "	Martin, John	Linemen's Labourer	1/10 per hour.	1 "	Anderson, Robert	Car builder	2/2 per hour.
30 "	McDonnell, Michael	Linemen's Labourer	1/10 per hour.	1 "	McDonough, Robert	Car builder	2/2 per hour.
30 "	McGuinness, Thomas	Linemen's Labourer	1/10 per hour.	1 "	Sumner, Robert	Car builder	2/2 per hour.
30 "	Patience, Clarence	Linemen's Labourer	1/10 per hour.	1 "	Rule, Thomas	Fitter	2/5 per hour.
30 "	Prouse, Charles	Linemen's Labourer	1/10 per hour.	1 "	Hackney, Harold K.	Shop boy	1/4 per hour.
30 "	Rowell, Eugene	Linemen's Labourer	1/10 per hour.	1 "	Bradford, James	Fitter	2/3 per hour.
30 "	Ritchie, John S.	Linemen's Labourer	1/10 per hour.	1 "	Petty, Edward	Fitter	2/3 per hour.
30 "	Robbie, James E.	Linemen's Labourer	1/10 per hour.	1 "	Jarmer, Raymond	Shop boy	1/4 per hour.
30 "	Reilly, Thomas	Linemen's Labourer	1/10 per hour.	1 "	Baillie, William T.	Turner	2/3 per hour.
30 "	Still, Reginald E.	Linemen's Labourer	1/10 per hour.	1 "	Gough, Frederick	Electrical fitter	2/4 per hour.
30 "	Lace, John J.	Horse Wagon Driver	1/7 per hour.	1 "	Erskine, Thomas	Electrical fitter	2/4 per hour.
30 "	Baker, Alfred W.	Linemen's Labourer	1/10 per hour.	1 "	Hundt, William L.	Shop boy	8d. per hour.
30 "	Casey, Owen	Linemen's Labourer	1/10 per hour.	1 "	Coleman, Francis	Blacksmith	2/3 per hour.
30 "	Camper, John	Linemen's Labourer	1/10 per hour.	1 "	Finnie, John B.	Striker	1/10 per hour.
30 "	Davis, Roy P.	Linemen's Labourer	1/10 per hour.	1 "	Acott, Charles E.	Striker	1/10 per hour.
30 "	Daly, Frank	Linemen's Labourer	1/10 per hour.	1 "	Stonham, William L.	Striker	1/10 per hour.
30 "	Sandilands, Richard	Linemen's Labourer	1/10 per hour.	1 "	Renwick, Albert E.	Boilermaker	2/3 per hour.
30 "	Sheehan, Charles	Linemen's Labourer	1/10 per hour.	1 "	Sutherland, Erol J.	Cleaner	1/1d. per hour.
30 "	Salsell, George	Linemen's Labourer	1/10 per hour.	1 "	Distant, William R.	Cleaner	9d. per hour.
30 "	Swarbrick, John J.	Linemen's Labourer	1/10 per hour.	1 "	Fowler, Wilfred N.	Cleaner	9d. per hour.
30 "	Starkey, Fred M.	Linemen's Labourer	1/10 per hour.	1 "	Burke, William	Electrical mechanics' apprentice.	3d. per hour.
30 "	Watson, Albert E.	Linemen's Labourer	1/10 per hour.	1 "	Keys, George R.	Clerk	£233 per annum.
30 "	Wood, James	Linemen's Labourer	1/10 per hour.	1 "	Blackburn, Christopher	Cleaner	11d. per hour.
30 "	Hill, Leslie T.	Linemen's Labourer	1/10 per hour.	1 "	Hayes, Francis Patrick	Shop boy	1/1 per hour.
30 "	Krause, William R.	Linemen's Labourer	1/10 per hour.	1 "	Wilson, William R.	Sub-station junior	6d. per hour.
30 "	Kelly, Charles S.	Linemen's Labourer	1/10 per hour.	1 "	Walsham, Edgar	Cleaner	11d. per hour.
30 "	Smede, Alfred W.	Acting Linemen's Labourer	1/10 per hour.	1 "	Hawkins, William P.	Fitter's labourer	1/10 per hour.
30 "	Clements, George T.	Construction Lineman	2/2d. per hour.	1 "	Hayes, Leslie	Fitter	2/0 per hour.
30 "	Donaldson, Muir	Construction Lineman	2/2d. per hour.	1 "	Jones, Henry P.	Cleaner	9d. per hour.
30 "	Dargaville, John	Construction Lineman	2/2d. per hour.	1 "	Timney, John J.	Cleaner	11d. per hour.
30 "	Gross, Joseph S.	Construction Lineman	2/2d. per hour.	1 "	Gibbons, Francis W.	Electrical mechanics' apprentice.	3d. per hour.
30 "	Howitt, Roydon C.	Construction Lineman	2/2d. per hour.	1 "	Adamson, Harold	Cleaner	1/1d. per hour.
30 "	Johannsen, Olaf	Construction Lineman	2/2d. per hour.	1 "	Carr, Thomas P.	Cleaner	7d. per hour.
30 "	Johnson, William A.	Construction Lineman	2/2d. per hour.	1 "	Usher, Thomas R.	Cleaner	11d. per hour.
30 "	Lees, James L.	Construction Lineman	2/2d. per hour.	1 "	Harris, Robert F.	Cleaner	1/1d. per hour.
30 "				1 "	Platt, Selig	Cleaner	11d. per hour.
30 "				1 "	Spence, Archibald	Cleaner	1/1d. per hour.
30 "				1 "	Cassara, Peter A.	Cleaner	7d. per hour.
30 "				1 "	Bone, James	Cleaner	1/5d. per hour.
30 "				1 "	Blanch, John H.	Labourer	1/8 per hour.



Date.	Name.	Position.	Rate.	Date.	Name.	Position.	Rate.
1924. ELECTRICAL BRANCH, TRAMWAYS—continued.				1924. ELECTRICAL BRANCH, TRAMWAYS—continued.			
28 July	Smith, Vincent E.	Cleaner	11½d. per hour.	2 Sept	Barnes, William J.	Shop boy	11d. per hour.
28 "	Kenny, Matthew J.	Cleaner	11½d. per hour.	2 "	Glen, John S.	Shop boy	6½d. per hour.
28 "	Miller, John	Cleaner	1/5½ per hour.	2 "	Ferguson, Norman T.	Shop boy	11d. per hour.
28 "	Baker, Henry	Cleaner	1/3½ per hour.	2 "	Carter, James	Shop boy	6½d. per hour.
28 "	Roe, William A.	Fitters' apprentice	3½d. per hour.	2 "	Keys, Alphonsus E.	Shop boy	8½d. per hour.
29 "	Dine, Harry E.	Cleaner	11½d. per hour.	2 "	Jeffries, Norman	Shop boy	11d. per hour.
29 "	Reardon, John B.	Cleaner	11½d. per hour.	2 "	McKenzie, Angus M.	Shop boy	11d. per hour.
29 "	Dalz, Herbert J.	Cleaner	7½d. per hour.	2 "	Johnson, Selby S.	Shop boy	1/2½ per hour.
30 "	Macready, Eric M.	Cleaner	9½d. per hour.	2 "	Purnell, John E.	Shop boy	6½d. per hour.
31 "	Armitage, Stanley	Electrical mechanics' apprentice.	3½d. per hour.	2 "	Wood, Frederick G.	Shop boy	1/2½ per hour.
5 Aug.	Williams, Gordon S.	Electrical mechanics' apprentice.	3½d. per hour.	2 "	Bellingham, Norman H.	Shop boy	8½d. per hour.
5 "	Upton, Russell H.	Electrical mechanics' apprentice.	3½d. per hour.	2 "	Hanson, William J.	Shop boy	8½d. per hour.
12 "	Taylor, Tom S.	Electrical fitter	2/4½ per hour.	2 "	Lee, Michael H.	Shop boy	11d. per hour.
17 "	Schneider, Victor	Linemen's labourer	1/10½ per hour.	2 "	Carroll, Lionel J.	Shop boy	11d. per hour.
18 "	Todd, Charles R.	Junior clerk	£106 per annum.	2 "	Cavanagh, John	Shop boy	6½d. per hour.
22 "	Berrinan, John S.	Cleaner	1/1½ per hour.	2 "	Hannan, Clarence S.	Shop boy	1/1 per hour.
25 "	Buckley, James A.	Electrical mechanics' apprentice.	3½d. per hour.	2 "	Dennead, Cecil J.	Shop boy	8½d. per hour.
25 "	Wall, Eric C.	Electrical mechanics' apprentice.	3½d. per hour.	2 "	Jones, Keith M.	Shop boy	8½d. per hour.
25 "	Iverson, Antone H.	Linemen's labourer	1/10½ per hour.	2 "	Davey, John H.	Shop boy	8½d. per hour.
25 "	Greenwood, James E.	Electrical fitter	2/4½ per hour.	2 "	McAfferly, Thomas	Shop boy	11d. per hour.
25 "	Howard, Frederick G.	Labourer	1/9½ per hour.	2 "	Steed, Arthur A.	Shop boy	1/2½ per hour.
25 "	Edwards, William	Labourer	1/9½ per hour.	2 "	McLaughlin, Arthur	Shop boy	8½d. per hour.
25 "	Trigg, Charles W.	Labourer	1/9½ per hour.	2 "	Barwick, Douglas	Shop boy	8½d. per hour.
25 "	Carr, John W.	Cleaner	1/1½ per hour.	2 "	Barwick, Russell A.	Shop boy	8½d. per hour.
25 "	Calley, Phillip E.	Turner	2/3½ per hour.	2 "	Cope, James F.	Shop boy	8½d. per hour.
26 "	Rainbud, Frederick J.	Battery mechanic	2/4½ per hour.	2 "	Noon, Harold J.	Shop boy	8½d. per hour.
27 "	McCartney, Robert A.	Cleaner	11½d. per hour.	2 "	Holmgreen, George	Shop boy	8½d. per hour.
27 "	Ayre, Jack W.	Electrical mechanics' apprentice.	3½d. per hour.	2 "	Dyer, Sydney C.	Shop boy	8½d. per hour.
27 "	Needs, James	Electrical mechanics' apprentice.	3½d. per hour.	2 "	Murray, James C.	Shop boy	8½d. per hour.
29 "	Barling, Joseph A.	Electrical cadet	£118 per annum.	2 "	Miller, Abraham	Shop boy	6½d. per hour.
29 "	Willis, William C.	Cleaner	7½d. per hour.	8 "	Robinson, Ernest	Construction lineman	2/2½ per hour.
30 "	Jenner, Robert H.	Cleaner	11½d. per hour.	8 "	Dugdale, William H.	Construction lineman	2/2½ per hour.
30 "	Higgins, Leslie B.	Cleaner	11½d. per hour.	8 "	O'Connor, Alexander	Construction lineman	2/2½ per hour.
30 "	Taylor, Jack S.	Cleaner	11½d. per hour.	8 "	Callaway, James	Leading construction lineman.	2/4½ per hour.
1 Sept.	Dupine, George O.	Cleaner	9½d. per hour.	15 "	Flood, James A.	Junior labourer	11d. per hour.
1 "	Wilkinson, Cyril G.	Cleaner	11½d. per hour.	15 "	Fay, Herbert	Shop boy	8½d. per hour.
1 "	Hudson, George H.	Cleaner	11½d. per hour.	24 "	Codner, James	Cleaner	11½d. per hour.
1 "	Biggs, George	Shop boy	6½d. per hour.	24 "	Asplin, Sydney J.	Cleaner	9½d. per hour.
2 "	Griffiths, Alfred J.	Shop boy	6½d. per hour.	24 "	Tochinni, Frank	Cleaner	7½d. per hour.
2 "	Richards, John W.	Shop boy	11d. per hour.	24 "	Sadler, Alfred D.	Cleaner	9½d. per hour.
2 "	Wall, George W.	Shop boy	8½d. per hour.	1924. PERMANENT WAY BRANCH, TRAMWAYS.			
2 "	Jaquet, Arthur A.	Shop boy	11d. per hour.	1 April	Anderson, Ernest L.	Fettler	1/9½ per hour.
2 "	Gow, Austin T.	Shop boy	11d. per hour.	1 "	Cox, George R.	Labourer	1/9½ per hour.
				1 "	Conway, Cornelius G.	Labourer	1/9½ per hour.
				2 July	Redmond, William J.	Labourer	1/9½ per hour.

REMOVALS.

Date.	Name.	Position.	Rate.	Remarks.
1924. CHIEF ACCOUNTANT'S BRANCH.				
30 Aug.	Chapman, John W.	Clerk	£248 per annum	Deceased.
23 Sept.	Darby, Richard W.	Clerk	£438 per annum	Retired.
1924. TRAFFIC AUDITOR'S BRANCH.				
21 July	Foley, Gerald	Junior clerk	£78 per annum	Resigned.
1924. LOCOMOTIVE BRANCH, RAILWAYS.				
2 June	Koeppen, Franz	Boilermakers' apprentice	3½d. per hour	Resigned.
2 "	Cavanagh, John	Driver	2/8½ per hour	Dismissed.
2 "	Bryde, Robert	Fireman	2/1 per hour	Dismissed.
12 "	Hollier, Ernest	Driver	2/8½ per hour	Retired.
16 "	Daniels, Henry W.	Fireman	1/11½ per hour	Dismissed.
20 "	Walker, John	Fitter	2/4½ per hour	Resigned.
20 "	Lock, William	Driver	2/7 per hour	Retired.
24 "	Carroll, Denis	Shop boy	8½d. per hour	Resigned.
25 "	Arnold, Claude	Blacksmiths' apprentice	3½d. per hour	Resigned.
26 "	Jamieson, Stephen	Driver	2/2½ per hour	Retired.
27 "	Blackley, James	Fireman	2/1 per hour	Resigned.
27 "	Stuart, Donald	Boilermaker	2/3½ per hour	Resigned.
28 "	Godden, William G.	Driver	2/2½ per hour	Deceased.
29 "	Mill, William D.	Fitter	2/4½ per hour	Deceased.
29 "	Quick, William	Car builder	2/5 per hour	Retired.
30 "	Guest, Charles E.	Boilermakers' helper	1/10½ per hour	Deceased.
30 "	O'Shea, John J.	Fitter	2/4½ per hour	Retired.
1 July	Bird, Joseph	Sub-foreman moulder	£388 per annum	Retired.
1 "	Leighton, Thomas	Watchman	1/9½ per hour	Retired.
1 "	Jonas, Joseph	White metal worker	1/9½ per hour	Retired.
2 "	Speed, Walter	Painters' apprentice	11½d. per hour	Dismissed.
2 "	Turton, Arthur	Fitter	2/4½ per hour	Resigned.
3 "	Rowe, James	Machinist	1/11 per hour	Retired.
3 "	Hill, Henry R.	Assistant engineer	£882 per annum	Retired.
3 "	Spike, William	Driver	2/7 per hour	Retired.
5 "	Oldfield, Wallace	Moulders' apprentice	1/8½ per hour	Discharged.
5 "	McColgan, John	Driver	2/7 per hour	Retired.
5 "	Pestall, Keith W.	Shop boy	1/2½ per hour	Resigned.
7 "	Donn, Edgar	Driver	2/7 per hour	Deceased.
7 "	Edwards, Eric H.	Driver	2/7 per hour	Deceased.
9 "	Gates, Thomas	Cleaner	1/8½ per hour	Resigned.
9 "	Lovering, Phillip	Call boy	6½d. per hour	Discharged.
11 "	Gibson, William A.	Striker	1/10½ per annum	Varied position.
11 "	Atkinson, Thomas	Sub-foreman boilermaker	£388 per annum	Retired.
11 "	Wallace, Robert E.	Double-head screw	1/11½ per hour	Resigned.
12 "	Davidson, Alexander	Boilermakers' apprentice	1/8½ per hour	Discharged.
12 "	Hansen, James F.	Fitters' apprentice	3½d. per hour	Resigned.
15 "	Hardie, James	Fitters' apprentice	1/1½ per hour	Resigned.
16 "	Whalan, Albert	Examiner	2/1 per hour	Resigned.
18 "	Gilmour, James	Storeman	2/6½ per hour	Resigned.
18 "	Hopkins, David	Gas worker	2/1½ per hour	Deceased.
18 "	Newham, Maurice	Shop boy	11d. per hour	Resigned.
21 "	Hammell, Bernard	Striker	1/10 per hour	Dismissed.
21 "	Gillon, Robert J.	Cleaner	1/9½ per hour	Resigned.
21 "	Sivyer, Herbert	Fireman	2/1 per hour	Deceased.
21 "	Robbie, Ronald	Plumber	2/2½ per hour	Resigned.
22 "	Noble, Alexander	Fuelman	1/10 per hour	Resigned.
"	Townsend, William	Car builders' apprentice	1/1½ per hour	Discharged.
"	Carter, Charles	Chargeman	£313 per annum	Retired.
"	Cook, Frederick	Fireman	2/1 per hour	Resigned.



Date.	Name.	Position.	Rate.	Remarks.
1924. LOCOMOTIVE BRANCH, RAILWAYS—continued.				
23 July	Lamb, Frederick	Turner	2 3/4 per hour	Discharged.
23 "	Smith, Arthur	Car builders' apprentice	1 4 per hour	Discharged.
23 "	Johnson, Percy	Fitter	2 4/2 per hour	Resigned.
24 "	Hancock, George	Driver	2 7 per hour	Vacated position.
24 "	Martin, Harold R.	Fuelman	1 10 per hour	Resigned.
24 "	Wood, Norman J.	Boilermakers' apprentice	1 4 per hour	Discharged.
25 "	Delaney, Gordon W.	Shop boy	11d. per hour	Discharged.
25 "	McLeod, Keith C.	Call boy	1 2/4 per hour	Resigned.
27 "	Hines, Joseph	Fireman	2/1 per hour	Deceased.
28 "	Hopwood, Cecil	Fitters' apprentice	1/4 per hour	Discharged.
28 "	Brennan, Norman J.	Fitter	2/4 1/2 per hour	Dismissed.
30 "	Stacey, William H.	Cleaner	1/5 per hour	Dismissed.
30 "	Miller, Robert	Blacksmiths' apprentice	1/4 per hour	Resigned.
31 "	Hart, Samuel	Moulders' apprentice	10 1/2d. per hour	Dismissed.
31 "	Drayton, Henry	Labourer	1/8 1/2 per hour	Retired.
31 "	O'Donnell, Thomas	Cleaner	1/9 1/2 per hour	Resigned.
2 Aug.	Lutton, William	Iron moulder	2/4 1/2 per hour	Retired.
2 "	McLaughlin, Patrick	Washout man	2/0 1/2 per hour	Retired.
4 "	Collins, Michael D.	Driver	2/7 per hour	Deceased.
4 "	Fahy, Richard	Brassfinishers' apprentice	9d. per hour	Resigned.
4 "	Chapman, Frank	Car builders' apprentice	1/4 per hour	Discharged.
5 "	Bown, John A.	Machinists' apprentice	1/8 1/2 per hour	Discharged.
5 "	Bundy, Alfred E.	Fitters' labourer	1/10 1/2 per hour	Resigned.
6 "	Gallagher, Arthur	Boilermakers' apprentice	1/4 per hour	Discharged.
6 "	Edwards, Thomas	Turner	2 3/2 per hour	Resigned.
7 "	Beeby, George	Fitters' apprentice	1/4 per hour	Discharged.
7 "	Skewes, Harold J.	Cleaner	1 9 1/2 per hour	Dismissed.
7 "	Wright, Joseph	Car and wagon fitter	2/2 1/2 per hour	Retired.
7 "	McNamara, John	Engine turner	2/1 per hour	Retired.
8 "	McCallum, Allan A.	Fuelman	1/10 per hour	Dismissed.
8 "	Robinson, Benjamin	Leading wheel tapper and studder	2/0 1/2 per hour	Retired.
9 "	O'Donnell, Walter	Boilermakers' apprentice	1/11 per hour	Discharged.
12 "	Holdsworth, Ertol	Fitters' apprentice	1/4 per hour	Discharged.
12 "	Hazlett, Henry	Car builder	2/4 1/2 per hour	Retired.
15 "	Gollan, John	Pumper	1/10 1/2 per hour	Deceased.
16 "	Coxhead, Samuel	Fitters' apprentice	1/8 1/2 per hour	Discharged.
16 "	Brown, Kenneth	Fireman	2/1 per hour	Resigned.
18 "	Wallace, John R.	Fitter	2/4 1/2 per hour	Retired.
18 "	Turner, Walter A.	Machinists' apprentice	1/4 per hour	Discharged.
18 "	Davis, William E.	Shop boy	8d. per hour	Dismissed.
19 "	Walsh, Thomas	Shop boy	8d. per hour	Resigned.
20 "	Mulley, Walter	Cleaner	1/9 1/2 per hour	Resigned.
20 "	Ward, William R.	Labourer	1/8 1/2 per hour	Dismissed.
22 "	Messer, William	Car builder	2/3 1/2 per hour	Resigned.
23 "	Bell, David	Fitters' apprentice	1/4 per hour	Discharged.
23 "	Barker, John	Fitters' labourer	1/10 1/2 per hour	Resigned.
23 "	Brown, George E.	Fireman	2/1 per hour	Resigned.
23 "	Melvin, David	Boilermakers' helper	1/10 1/2 per hour	Retired.
23 "	Jones, David W.	Fitters' apprentice	1/4 per hour	Discharged.
25 "	Harris, William J.	Foreman's junior clerk	1/4 1/2 per hour	Resigned.
26 "	Beath, George	Fitters' apprentice	1/4 per hour	Discharged.
26 "	James, Hilton	Fitters' apprentice	1/4 per hour	Discharged.
26 "	Atkinson, John	Driver	2/7 per hour	Retired.
27 "	Smith, Wilfred J.	Boilermakers' apprentice	9d. per hour	Dismissed.
27 "	Evans, Harold	Firelighter	1 10 per hour	Resigned.
28 "	Quick, Mervyn	Plumbers' apprentice	5d. per hour	Resigned.
28 "	Byrne, Charles	Examiner	2/1 per hour	Deceased.
29 "	Neal, George	Shop boy	1/2 1/2 per hour	Resigned.
29 "	Morrissey, James	Boilermakers' helper	1/10 1/2 per hour	Retired.
1 Sept.	Smith, Harold	Plumbers' assistant	1/10 1/2 per hour	Vacated position.
1 "	KcKay, Alexander	Driver	2/2 1/2 per hour	Retired.
2 "	O'Lehir, John	Cleaner	1/9 1/2 per hour	Resigned.
4 "	Lloyd, Amos	Tube cleaner	1/10 1/2 per hour	Retired.
6 "	Hughes, Keith	Shop boy	8d. per hour	Resigned.
8 "	Clissold, Leslie	Fitters' apprentice	1/8 1/2 per hour	Discharged.
8 "	Parsons, Arthur	Cleaner	1/9 1/2 per hour	Resigned.
11 "	Walker, Locksley	Cylinder filler	1/10 1/2 per hour	Resigned.
11 "	Murray, William F.	Cleaner	1/9 1/2 per hour	Resigned.
13 "	Green, John	Boilermakers' helper	1/10 1/2 per hour	Retired.
13 "	Lane, Alfred	Driver	2/7 per hour	Retired.
13 "	Hendry, Henry	Fitter	2/3 1/2 per hour	Retired.
17 "	Doyle, Edward J.	Boilermaker	2/3 1/2 per hour	Discharged.
17 "	Wray, William J.	Boilermaker	2/4 1/2 per hour	Discharged.
20 "	Feris, Cecil	Boilermaker	2/3 1/2 per hour	Resigned.
1924. PERMANENT WAY BRANCH RAILWAYS.				
2 Apr.	Jackson, William F.	Fencer	1 9 1/2 per hour	Retired.
9 "	Beavis, William	Fettler	1/9 1/2 per hour	Resigned.
9 May	Green, Edward	Fettler	1 9 1/2 per hour	Retired.
25 June	Watson, Thomas	Labourer	1/10 1/2 per hour	Resigned.
25 "	Wright, Leslie	Ganger	1 11 per hour	Resigned.
26 "	Mutch, Samuel	Fettler	1 9 1/2 per hour	Retired.
26 "	Stanford, John	Fettler	1 9 1/2 per hour	Retired.
30 "	Bruderlin, William	Fettler	1/9 1/2 per hour	Retired.
1 July	Sotheram, James	Sub-inspector	£388 per annum	Retired.
3 "	Bye, Glenroy	Draftsman	£303 per annum	Resigned.
4 "	Mulholland, Charles	Clerk	£388 per annum	Retired.
5 "	Philpott, Leslie	Messenger	6 1/2d. per hour	Resigned.
5 "	Perrott, David	Fettler	1/9 1/2 per hour	Retired.
6 "	Bades, John	Fettler	1 10 per hour	Retired.
9 "	Carter, Herbert	Fettler	1/9 1/2 per hour	Deceased.
11 "	Cook, Ernest J. C.	Bridge carpenter	2 3 1/2 per hour	Resigned.
11 "	Bear, Charles M.	Labourer	1 8 1/2 per hour	Vacated position.
16 "	Alborn, William	Fitter's labourer	1 10 1/2 per hour	Retired.
16 "	Laker, Arthur	Carpenter	2 2 1/2 per hour	Resigned.
21 "	Hammond, John	Pianer	2 2 1/2 per hour	Resigned.
23 "	O'Dwyer, Patrick	Fettler	1 9 1/2 per hour	Retired.
29 "	Fuller, Thomas	Fettler	1 10 per hour	Resigned.
1 Aug.	Woods, Randle	Labourer	1 8 1/2 per hour	Retired.
6 "	Piper, Cecil	Labourer	1 10 1/2 per hour	Resigned.
8 "	Bowling, Alured	Labourer	1/9 1/2 per hour	Deceased.
8 "	Hill, Roland	Clerk	£248 per annum	Resigned.
9 "	Ganner, George	Structural steel workers' apprentice	1/4 per hour	Discharged.
12 "	Ford, Frederick R.	Fettler	1/9 1/2 per hour	Resigned.
13 "	Boon, George C.	Fettler	1/9 1/2 per hour	Vacated position.
13 "	Gnest, William	Fettler	1/10 per hour	Dismissed.
16 "	Tallon, Robert	Fettler	1/9 1/2 per hour	Resigned.
19 "	Rundle, Frederick	Ganger	1/11 1/2 per hour	Dismissed.
20 "	Greentree, Frederick	Rough carpenter	1/10 1/2 per hour	Resigned.
24 "	Campbell, Ewen D.	Sub-foreman	£388 per annum	Deceased.
24 "	Scroeder, Thomas	Fettler	1/9 1/2 per hour	Deceased.
26 "	Buckley, George	Fettler	1/9 1/2 per hour	Resigned.
27 "	McCusker, John H.	Fettler	1/9 1/2 per hour	Resigned.
28 "	Stewart, James F.	Fettler	1/10 1/2 per hour	Resigned.
29 "	Bhumer, Ernest	Fettler	1/9 1/2 per hour	Resigned.
30 "	White, Alfred	Fettler	1/9 1/2 per hour	Resigned.



Date.	Name.	Position.	Rate.	Remarks.
1924. PERMANENT WAY BRANCH, RAILWAYS—continued.				
30 Aug	Compton, Abraham	Blacksmith	2/37 per hour	Retired.
30 "	Williams, Arthur	Fettler	1/94 per hour	Resigned.
10 Sept.	Moore, Hugh	Labourer	1/84 per hour	Resigned.
11 "	Jeston, William	Yardman	1/11 per hour	Retired.
13 "	Burns, Robert	Fettler	1/94 per hour	Resigned.
13 "	Higgins, John	Fettler	1/94 per hour	Resigned.
13 "	Hurford, Gladstone	Clerk	£308 per annum	Retired.
14 "	Smith, Bushby M.	Labourer	1/84 per hour	Retired.
15 "	Brugge, John	Bricklayer	2/41 per hour	Resigned.
17 "	Carey, James	Ganger	1/114 per hour	Retired.
20 "	Kelly, Herbert	Fettler	1/10 per hour	Resigned.
21 "	McConnell, James	Fettler	1/94 per hour	Deceased.
1924. TRAFFIC BRANCH, RAILWAYS.				
31 May	Neary, Walter	Station-master	£208 per annum and £60 rent.	Retired.
2 June	Rosengreen, Stanley	Porter	13/8 per day	Resigned.
5 "	Davies, Thomas	Adult shunter	15/2 per day	Retired.
6 "	Lutherborrow, Keith	Junior porter	5/11 per day	Resigned.
9 "	De Plevitz, Reginald	Porter	14/2 per day	Resigned.
14 "	Toomey, Joseph J.	Junior porter	7/4 per day	Dismissed.
14 "	Pearce, Albert	Watchman	14/1 per day	Resigned.
23 "	Fenton, Adeline	Gatekeeper	14/11 per week	Resigned.
24 "	Parfield, Wallace A.	Junior porter	7/4 per day	Dismissed.
24 "	Webster, Alice M.	Gatekeeper	14/11 per week	Resigned.
24 "	McLeay, Arthur R.	Porter	14/2 per day	Resigned.
25 "	Black, Hugh	Watchman	14/1 per day	Dismissed.
25 "	Elzery, Leslie R.	Porter	14/8 per day	Dismissed.
25 "	Clark, William R.	Junior porter	8/6 per day	Dismissed.
26 "	Wilkinson, Edward A.	Leading hand	19/8 per day	Retired.
27 "	Sadler, George L.	Relief officer	£268 per annum	Dismissed.
27 "	Woodford, Edward D.	Junior clerk	£164 per annum	Retired.
27 "	Greenwood, George F.	Junior porter	7/4 per day	Dismissed.
27 "	Reynolds, Clifford	Junior porter	4/9 per day	Resigned.
30 "	Carr, Annie	Attendant	15/1 per week and quarters.	Resigned.
30 "	Burns, Thomas	Junior porter	10/3 per day	Dismissed.
30 "	Nesbitt, William E.	Junior porter	4/9 per day	Dismissed.
1 July	Davis, Norman J.	Junior porter	7/4 per day	Resigned.
1 "	Forbes, Alexander	Junior porter	7/4 per day	Resigned.
1 "	Rodger, Vincent	Junior porter	8/6 per day	Dismissed.
1 "	Newell, Victor	Porter	13/8 per day	Dismissed.
1 "	Stafford, John J.	Adult shunter	15/2 per day	Resigned.
1 "	Jones, William	Porter	14/2 per day	Resigned.
2 "	Bladen, Thomas	Watchman	14/1 per day	Resigned.
2 "	Cook, Reginald A.	Junior porter	4/1 per day	Dismissed.
2 "	Smith, Errol T.	Porter	14/2 per day	Dismissed.
4 "	Hopson, Harold C.	Porter	14/2 per day	Dismissed.
4 "	Ferrier, John J.	Porter	14/8 per day	Dismissed.
5 "	Ford, Thomas	Junior porter	8/6 per day	Resigned.
8 "	Kelly, Alban G.	Porter	14/2 per day	Dismissed.
8 "	Giles, John T.	Station-master	£298 per annum and £50 rent.	Dismissed.
9 "	Brian, Albert J.	Junior porter	10/3 per day	Dismissed.
10 "	Kannar, John J.	Relief officer	£268 per annum	Deceased.
10 "	Handley, Crosby H.	Night officer	£248 per annum	Dismissed.
10 "	Carr, Peel M.	Junior porter	8/6 per day	Dismissed.
10 "	Irvine, Frances	Gatekeeper	12/5 per week and quarters.	Resigned.
10 "	Lynch, John E.	Porter	14/8 per day	Dismissed.
11 "	Hocking, Amelia	Gatekeeper	4/8 per week and quarters.	Resigned.
15 "	Wheeler, Alice M.	Attendant	7/9 per week and quarters.	Resigned.
15 "	Jeffrey, Henry	Guard	17/8 per day	Retired.
15 "	Buckman, John	Clerk	£308 per annum	Vacated position.
15 "	Parkin, Joseph B.	Adult shunter	15/2 per day	Resigned.
16 "	Kirkham, Francis	Gatekeeper	4/8 per week and quarters.	Resigned.
16 "	Spence, Donald K.	Junior porter	8/6 per day	Dismissed.
18 "	Cleary, Frederick	Guard	17/2 per day	Dismissed.
19 "	Littlejohn, Harry	Signalman	15/2 per day	Dismissed.
19 "	Perry, George R.	Junior porter	10/3 per day	Dismissed.
19 "	Sonnenman, Antonio	Guard	16/2 per day	Resigned.
21 "	Riddle, Caroline J.	Gatekeeper	4/8 per week and quarters.	Retired.
21 "	Betts, Gordon	Guard	15/8 per day	Resigned.
24 "	Convery, James H.	Clerk	£218 per annum	Resigned.
24 "	Box, Theodore	Night officer	£268 per annum	Deceased.
24 "	Rowe, William A.	Junior porter	7/4 per day	Resigned.
24 "	Pratt, Stanley H.	Guard	15/8 per day	Dismissed.
24 "	Dean, Alfred	Porter	14/2 per day	Resigned.
25 "	Babidge, Jack S.	Junior porter	8/6 per day	Resigned.
26 "	Higgins, Vincent P.	Clerk	£293 per annum	Dismissed.
26 "	McConnell, Douglas	Clerk	£293 per annum	Dismissed.
26 "	Davidson, John	Junior porter	7/4 per day	Resigned.
26 "	Callinan, George J.	Porter	13/8 per day	Resigned.
27 "	Harford, Mark	Guard	17/8 per day	Deceased.
28 "	Hannan, Victor	Junior porter	5/11 per day	Resigned.
28 "	Denham, William	Porter	14/2 per day	Dismissed.
29 "	Skelly, Norman H.	Junior clerk	£131 per annum	Vacated position.
29 "	Ford, John A.	Junior porter	4/1 per day	Resigned.
30 "	Feld, Albert H.	Junior porter	8/6 per day	Resigned.
31 "	Duberley, Frank	Adult shunter	15/2 per day	Resigned.
31 "	Mills, Henry C.	Guard	17/8 per day	Retired.
31 "	Adams, Harry A.	Junior porter	7/4 per day	Dismissed.
31 "	Pitzgerald, Ernest	Porter	14/2 per day	Resigned.
1 Aug.	James, Mary H.	Gatekeeper	4/8 per week and quarters.	Resigned.
4 "	Galloway, John S.	Head shunter	19/2 per day	Dismissed.
5 "	Kell, Leonard T.	Junior porter	7/4 per day	Resigned.
6 "	Crothers, Robert L.	Night officer	£268 per annum	Resigned.
7 "	Brooking, Sydney R.	Porter	14/8 per day	Deceased.
8 "	Curry, John M.	Adult shunter	15/2 per day	Resigned.
8 "	Sheehan, Margaret P.	Gatekeeper	19/8 per week and quarters.	Resigned.
8 "	Lewis, Henry W.	Junior porter	10/3 per day	Resigned.
8 "	Hadden, James	Chargeman	£348 per annum.	Vacated position.
8 "	Henkel, Albert	Adult shunter	15/2 per day	Resigned.
9 "	Carter, Robert C.	Junior porter	7/4 per day	Dismissed.
9 "	Nelson, Leslie E.	Junior porter	5/11 per day	Resigned.
9 "	Stanley, Agnes	Gatekeeper	14/11 per week	Resigned.
11 "	Mahoney, Cecil	Junior porter	10/3 per day	Dismissed.
11 "	Vane, Allen E.	Porter	13/8 per day	Resigned.
11 "	Abell, Owen	Adult shunter	15/2 per day	Resigned.
12 "	Maloney, Walter D.	Junior porter	8/6 per day	Dismissed.
12 "	Forwood, James	Porter	13/8 per day	Resigned.
12 "	Adams, Innes G.	Porter	14/2 per day	Retired.
12 "	Foster, Reginald S.	Clerk	£308 per annum	Resigned.



Date.	Name.	Position.	Rate.	Remarks.
1924.				
TRAFFIC BRANCH, RAILWAYS—continued.				
14 Aug.	Garvie, James	Porter	14/2 per day	Retired.
15 "	Ashford, James R.	Porter	14/2 per day	Retired.
15 "	Grives, Albert R.	Junior porter	7/4 per day	Resigned.
16 "	Wyer, Bernard S.	Porter	13/8 per day	Resigned.
18 "	Kemp, Leslie J.	Junior porter	4/1 per day	Discharged.
18 "	Morris, Bernard L.	Night officer	£263 per annum	Dismissed.
20 "	Pickering, Sarah A.	Attendant	10/3 per day	Retired.
21 "	Rose, Leonard J.	Clerk	£278 per annum	Resigned.
22 "	Jenkins, James C.	Night officer	£308 per annum	Resigned.
23 "	Emery, Frederick	Junior porter	7/4 per day	Resigned.
25 "	Summerhayes, Roy L.	Junior porter	8/6 per day	Resigned.
25 "	Harley, Henry	Junior porter	7/4 per day	Resigned.
25 "	Sleight, Edgar O.	Porter	14/8 per day	Deceased.
26 "	Coull, Donald	Junior porter	7/4 per day	Resigned.
26 "	Campbell, Harold J.	Porter	14/2 per day	Dismissed.
27 "	Mawson, Joseph T.	Stationmaster	£298 per annum and £50 rent.	Retired.
28 "	Teece, William T.	Guard	17/2 per day	Resigned.
29 "	Gordon, Immanuel	Clerk	£308 per annum	Retired.
29 "	Meade, George	Signalman	16/8 per day	Retired.
30 "	Davis, Arthur	Porter	13/8 per day	Resigned.
30 "	Darby, Augustus A.	Junior porter	8/6 per day	Deceased.
1 Sept.	Lewis, James W.	Junior porter	4/9 per day	Resigned.
1 "	Lewis, Eliza	Attendant	29/7 per week and quarters.	Retired.
2 "	Green, Charles H.	Junior porter	5/11 per day	Resigned.
3 "	Gilbert, Effie M.	Gatekeeper	4/8 per week and quarters.	Resigned.
5 "	Crockett, Ernest	Junior porter	5/11 per day	Resigned.
6 "	King, Arthur W.	Relief officer	£313 per annum	Dismissed.
8 "	Angel, Sydney P.	Porter	14/2 per day	Resigned.
9 "	Stephens, Frederick	Night officer	£308 per annum	Retired.
9 "	McDonald, William C.	Night officer	£268 per annum	Dismissed.
10 "	Caddy, John	Ticket Collector	14/8 per day	Resigned.
10 "	Arnott, Esmond	Porter	14/2 per day	Resigned.
11 "	Ward, Vincent P.	Junior porter	10/3 per day	Dismissed.
11 "	Gill, Frederick J.	Junior Porter	5/11 per day	Resigned.
11 "	Taylor, Reginald	Ticket collector	15/2 per day	Retired.
12 "	Milligan, James W.	Guard	17/2 per day	Deceased.
12 "	Kerr, David	Junior porter	4/9 per day	Resigned.
13 "	Moffitt, Donald E.	Junior porter	1/9 per day	Discharged.
13 "	Golsby, Clifford E.	Junior porter	5/11 per day	Resigned.
16 "	Jenkins, Flora	Gatekeeper	12/5 per week and quarters.	Resigned.
18 "	Murphy, Aloysius D.	Lad gatekeeper	7/4 per day	Discharged.
19 "	Spicer, Herbert S.	Junior porter	7/4 per day	Dismissed.
20 "	Ewin, Clarence A.	Porter	14/2 per day	Dismissed.
23 "	Moran, James	Inspector	£188 per annum	Retired.
27 "	McCarthy, William C.	Junior porter	7/4 per day	Resigned.
1924.				
SIGNALLING BRANCH.				
19 July	Archer, Alfred	Machinist	2/23 per hour	Resigned.
26 "	Williams, John J.	Fitters' apprentice	33d. per hour	Resigned.
2 Aug.	Rich, Samuel	Labourer	1/8d. per hour	Resigned.
16 "	Burton, Alfred	Miller	2/23 per hour	Resigned.
19 "	Jeater, Ernest	Supervisor	£488 per annum	Retired.
6 Sept.	Buckton, George	Shop boy	8d. per hour	Resigned.
10 "	Rix, Lawrence	Railway electrician	120/6 per week	Resigned.
1924.				
ELECTRICAL BRANCH, RAILWAYS.				
11 Aug.	Dawson, James	Electrical Mechanic	2/23 per hour	Dismissed.
1924.				
STORES BRANCH, RAILWAYS.				
8 July	Hartshorn, Francis	3rd class storeman	1/10d. per hour	Resigned.
40 Sept.	See, Andrew	Acting 4th class storeman	£233 per annum	Resigned.
1924.				
GENERAL BRANCHES.				
5 July	McLeod, John	Senior law clerk	£640 per annum	Resigned. (Solicitor's).
2 Aug.	Gallagher, John	Billiard-room attendant	29/1 per week	Resigned (Institute).
8 "	Quirk, Thomas A.	Rest house attendant	13/8 per day	Vacated position (Rest Houses).
1924.				
ESTATE AGENT'S BRANCH.				
16 June	Bremner, John	Clerk	£348 per annum	Deceased.
1924.				
TRAFFIC BRANCH TRAMWAYS.				
31 May	Winkler, Gerald J.	Junior motor cleaner	1/0d. per hour	Dismissed.
30 June	Seely, William J.	Electric driver	2/0d. per hour	Retired.
2 July	Chandler, Laurence P.	Conductor	1/11 per hour	Dismissed.
5 "	Mitcherson, Arthur C.	Conductor	1/11 per hour	Resigned.
6 "	Fletcher, Arthur B.	Conductor	1/11d. per hour	Deceased.
11 "	Smith, Arthur	Conductor	1/11 per hour	Dismissed.
15 "	Adams, Charles H.	Conductor	1/11 per hour	Resigned.
17 "	Fenton, Arthur M.	Conductor	1/11 per hour	Dismissed.
22 "	Brown, Clifford	Clerk	£278 per annum	Resigned.
23 "	Ryman, Charles	Conductor	1/11d. per hour	Resigned.
26 "	Smyth, Roger B.	Electric driver	2/0d. per hour	Resigned.
30 "	McNab, Archibald	Conductor	1/11 per hour	Dismissed.
31 "	Durie, George	Conductor	1/11d. per hour	Resigned.
1 Aug.	Boag, Stanley G.	Steam motor driver	2/4d. per hour	Resigned.
2 "	Graham, Arthur	Conductor	1/10d. per hour	Resigned.
2 "	Hamilton, William H.	Conductor	1/10d. per hour	Resigned.
4 "	Markerow, Albert E.	Conductor	1/10d. per hour	Resigned.
5 "	Eyles, Leslie W.	Electric driver	2/0d. per hour	Resigned.
7 "	Passlow, Aubrey J.	Conductor	1/10d. per hour	Retired.
7 "	Caldwell, Duncan	Fettler	1/11d. per hour	Resigned.
8 "	Piercey, Harry	Starter	98/- per week	Deceased.
8 "	Allan, Joseph A.	Conductor	1/10d. per hour	Dismissed.
9 "	Lonsdale, Frank E.	Starter	103/6 per week	Retired.
11 "	Jacobs, Charles E.	Electric driver	2/0d. per hour	Retired.
11 "	Brooker, Henry T.	Conductor	1/11d. per hour	Resigned.
11 "	Butterfield, Herbert	Conductor	1/10d. per hour	Resigned.
12 "	Burton, Charles R.	Conductor	1/10d. per hour	Resigned.
12 "	Messenger, Frank W.	Conductor	1/10d. per hour	Resigned.
15 "	McGreal, Thomas	Electric driver	2/0d. per hour	Retired.
16 "	Banwell, Henry H.	Conductor	1/10d. per hour	Resigned.
18 "	Brown, Walter C.	Conductor	1/10d. per hour	Retired.
19 "	Vickers, William G.	Conductor	1/10d. per hour	Resigned.
20 "	Long, William T.	Electric driver	2/0d. per hour	Retired.
26 "	Watt, Owen E.	Sub-inspector	£328 per annum	Retired.
26 "	Boxell, John	Conductor	1/10d. per hour	Resigned.
27 "	Neal, George H.	Electric driver	1/11d. per hour	Resigned.
27 "	Gardiner, Elias	Conductor	1/10d. per hour	Resigned.
28 "	Bentley, Theodore	Conductor	1/10d. per hour	Resigned.
30 "	Hunt, Leonard D.	Electric driver	2/0d. per hour	Resigned.
30 "	Jeffrey, Robert C.	Conductor	1/10d. per hour	Resigned.



Date.	Name.	Position.	Rate.	Remarks.
1924. TRAFFIC BRANCH, TRAMWAYS—continued.				
1 Sept.	Miller, Norman	Conductor	1/10½ per hour	Resigned.
3 "	Hall, Charles S.	Electric driver	1/11½ per hour	Retired.
3 "	Kelly, Patrick J.	Electric driver	2/0½ per hour	Deceased.
4 "	Mitchell, Isaac H.	Ganger	2/1½ per hour	Resigned.
5 "	Mulcahy, Henry J.	Conductor	1/10½ per hour	Dismissed.
5 "	Anderson, Charles G.	Conductor	1/10½ per hour	Resigned.
8 "	Stapleton, James	Conductor	1/11½ per hour	Resigned.
8 "	McFarlane, Allan S.	Conductor	1/11½ per hour	Retired.
9 "	McKnight, William J.	Conductor	1/10½ per hour	Resigned.
9 "	Funnell, Ernest E.	Conductor	1/11½ per hour	Vacated position.
10 "	Fuller, James H.	Conductor	1/10½ per hour	Resigned.
11 "	Benson, Walter E.	Conductor	1/11½ per hour	Resigned.
11 "	Rovan, Peter	Electric driver	2/0½ per hour	Resigned.
11 "	Gillham, George H.	Checker	1/9½ per hour	Resigned.
12 "	Beck, Martin	Conductor	1/10½ per hour	Resigned.
16 "	Brown, Albert E.	Conductor	1/10½ per hour	Resigned.
17 "	Robertson, Leo W.	Conductor	1/10½ per hour	Resigned.
18 "	Bingham, Percy	Conductor	1/10½ per hour	Resigned.
20 "	Leslie, Thomas	Conductor	1/10½ per hour	Resigned.
22 "	Crisp, William C.	Electric driver	2/0½ per hour	Resigned.
1924. ELECTRICAL BRANCH, TRAMWAYS.				
28 June	Minchan, Martin J.	Cleaner	1/1½ per hour	Resigned.
30 "	Jenkins, Stanley	Leading electrical mechanic.	2/5 per hour	Resigned.
4 July	Wolstenholme, Stanley	Cleaner	11½d. per hour	Resigned.
4 "	Barnett, Ernest F.	Cleaner	1/1½ per hour	Discharged.
7 "	Gould, Ernest A.	Electrical mechanics' apprentice.	1/4 per hour	Discharged.
14 "	Allan, David	Cleaner	9½d. per hour	Discharged.
15 "	Dowling, Ernest	Acting battery labourer	1/10 per hour	Resigned.
16 "	Kerr, Robert K.	Cleaner	11½d. per hour	Discharged.
17 "	Abbott, John J.	Cleaner	11½d. per hour	Resigned.
19 "	Storey, John G.	Electrical mechanics' apprentice.	1/4 per hour	Discharged.
19 "	Best, Eric N.	Cleaner	9½d. per hour	Discharged.
26 "	Burnett, Henry C.	Electrical assistant	£323 per annum	Resigned.
26 "	Smede, Alfred W.	Linesmen's labourer	1/10½ per hour	Deceased.
27 "	Hill, Verner	Cleaner	1/1½ per hour	Resigned.
30 "	Latchmore, William H.	Cleaner	9½d. per hour	Resigned.
30 "	Anderson, William F.	Cleaner	1/1½ per hour	Resigned.
5 Aug.	Bryant, Joseph	Electrical mechanics' apprentice.	1/4 per hour	Discharged.
6 "	Furlong, Lawrence J.	Electrical mechanics' apprentice.	1/4 per hour	Discharged.
7 "	Stuart, Rewi L.	Shaper	2/2½ per hour	Resigned.
9 "	Morris, Oliver R.	Cleaner	11½d. per hour	Resigned.
14 "	Bowie, William H.	Turner	2/3½ per hour	Deceased.
14 "	Smith, Lynn W.	Cleaner	11½d. per hour	Resigned.
15 "	Deans, Noel E.	Cleaner	7½d. per hour	Resigned.
15 "	Willis, Edmund J.	Sub-foreman	£388 per annum	Resigned.
18 "	Whittaker, Albert E.	Cleaner	1/1½ per hour	Resigned.
20 "	Crawford, James	Draftsman	£375 per annum	Deceased.
30 "	Tierney, John J.	Cleaner	11½d. per hour	Resigned.
6 Sept.	Newham, George D.	Cleaner	9½d. per hour	Discharged.
9 "	Gillespie, Vincent	Cleaner	9½d. per hour	Resigned.
11 "	Colless, John	Linesmen's labourer	1/10½ per hour	Deceased.
12 "	Parker, James	Clerk	£308 per annum	Retired.
15 "	Hogg, Sidney	Cleaner	1/1½ per hour	Resigned.
15 "	Mullins, James W.	Cleaner	11½d. per hour	Resigned.
22 "	Moss, William	Cleaner	11½d. per hour	Resigned.
2 Oct.	Carr, Thomas	Cleaner	7½d. per hour	Discharged.
2 "	Byleveld, Leslie C.	Cleaner	11½d. per hour	Discharged.
1924. PERMANENT WAY BRANCH, TRAMWAYS.				
7 July	Hodgson, Frederick	Labourer	1/9½ per hour	Resigned.
26 "	Strand, Harry T.	Fettler	1/9½ per hour	Resigned.
26 "	Mason, William H.	Labourer	1/9½ per hour	Resigned.
30 "	Kernick, Henry	Labourer	1/9½ per hour	Resigned.
1 Aug.	Bulman, Robert	Ganger	1/11½ per hour	Deceased.
2 "	Morgan, Edward	Fettler	1/9½ per hour	Retired.
19 "	Hall, Bertie	Labourer	1/9½ per hour	Resigned.
21 "	King, Thomas	Labourer	1/9½ per hour	Retired.
6 Sept.	Moir, Francis E.	Labourer	1/9½ per hour	Resigned.







1924.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

CLAIMS OF MR. GEORGE H. DINGLE  
AGAINST THE RAILWAY COMMISSIONERS;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

AND

MINUTES OF EVIDENCE

---

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,  
20 *November*, 1924.

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SYDNEY : ALFRED JAMES KENT, GOVERNMENT PRINTER



1924.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE  
LEGISLATIVE ASSEMBLY.

VOTES No. 21. THURSDAY, 14 AUGUST, 1924.

13. CLAIMS OF MR. GEORGE H. DINGLE AGAINST THE RAILWAY COMMISSIONERS :—Mr. Walker moved, pursuant to Notice,—
- (1.) That a Select Committee be appointed to inquire into and report upon the claims of Mr. George H. Dingle against the Railway Commissioners, for services rendered during the years 1919 and 1920.
  - (2.) That such Committee consist of Mr. Ball, Mr. Thorby, Mr. Molesworth, Mr. Ness, Mr. George Cann, Mr. Anderson, Major Connell, Mr. Fitzsimons, and the Mover.
  - (3.) That the Progress Report from the Select Committee of the Session of 1923, together with the Minutes of Proceedings and Evidence of the Committee, be referred to such Committee.
- Debate ensued.  
Question put and passed.

VOTES No. 63. THURSDAY, 20 NOVEMBER, 1924.

8. CLAIM OF MR. GEORGE H. DINGLE AGAINST THE RAILWAY COMMISSIONERS :—Mr. Walker, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before the Select Committee, for whose consideration and Report this subject was referred on 11th August, 1924.  
Ordered to be printed.

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1924.

CLAIMS OF MR. GEORGE H. DINGLE AGAINST THE RAILWAY  
COMMISSIONERS.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 14th August, 1924, "*to inquire into and report upon the claims of Mr. George H. Dingle against the Railway Commissioners, for services rendered during the years 1919 and 1920,*" and to whom was referred on the same date the "*Progress Report from the Select Committee of the Session of 1923, together with the Minutes of Proceedings and Evidence of the Committee,*" have agreed to the following Report:—

Your Committee, having examined the witness whose evidence will be found appended hereto, find:—

1. That George Helson Dingle was instructed to report upon the condition and material of various yards of the Railway Department—he did so, and his investigations extended from 13th October to 10th December, 1919, having made in all 33 reports.

2. That Dingle retired from the service on the ground of ill-health in 1893.

3. Two years subsequently he re-entered the service and reached the age of retirement in 1915, being then 60 years of age.

4. The Department, however, fixed his retirement for 12th October, 1918, and this was extended for one year by the Chief Commissioner, during which period he was placed on special reclamation work and he actually did retire at the end of 1919. On account of his reports a reclamation officer was subsequently appointed.

5. Your Committee are of the opinion that, as disclosed by the evidence, Dingle was a zealous and painstaking member of the Railway Department, and on account of his reports a great saving of apparently waste material was reclaimed amounting to thousands of pounds.

6. That his work was always of a highly satisfactory character, as testified to by several present and past Departmental Officers examined by your Committee and his reports were considered most valuable to the Commissioners.

7. During the time your Committee has been taking evidence Mr. Dingle has been put to an expenditure by Counsel and other expenses of upwards of £50.

8. The claim of £1,000 by Dingle is as follows:—

1. That he was dismissed from the Railway service by reason of disclosures made by him in his reports of surplus and waste railway stock and materials to the approximate value of £1,000,000 under the control of the Railway Commissioners.

2. That he was appointed by the Railway Commissioners for the purpose of reporting upon such surplus and waste stock and was not adequately compensated therefor.

3.



3. By reason of such reports the Railway Commissioners appointed a special reclamation staff officer and employees for the purpose of dealing with such surplus stock and materials, which has resulted in and will continue to result in a very considerable saving in the expenditure required for the administration of the railways and in other ways.

4. That such reports reveal maladministration on the part of officers of the Railway Commissioners, which is now dealt with, following on the reports of the claimant.

5. That the reports of the claimant have been of immense public service to the community.

9. Your Committee, in view of the long, loyal and meritorious service rendered by Mr. Dingle, recommends his claim to the favourable consideration of the Government and that he be paid the sum of £150, or such other sum as the Government may determine to compensate him for his valuable work as temporary reclamation officer, and also to reimburse him for his expenses in connection with the inquiry.

R. B. WALKER,  
Chairman.

*No. 3 Committee Room,  
Legislative Assembly  
Sydney, 19th November, 1924.*

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v

1924.

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# PROCEEDINGS OF THE COMMITTEE.

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THURSDAY, 28 AUGUST, 1924.

The meeting called for this day postponed by order of the Chairman.

THURSDAY, 4 SEPTEMBER, 1924.

MEMBERS PRESENT :—

Mr. Walker,

Mr. Ness.

In the absence of a quorum, the meeting called for this day lapsed.

TUESDAY, 9 SEPTEMBER, 1924.

MEMBER PRESENT :—

Mr. Ness.

In the absence of a quorum, the meeting called for this day lapsed

WEDNESDAY, 17 SEPTEMBER, 1924.

MEMBERS PRESENT :—

Mr. Walker,

Mr. George Cann,

Mr. Thorby,

Mr. Ness.

Mr. Walker called to the Chair.

Entry from the Votes and Proceedings appointing the Committee, and referring the Progress Report of the Session, 1923, read by the Clerk.

Mr. F. C. Garside (*Controller of Stores, Department of Railways*), made application to represent the Chief Commissioner for Railways.—Leave granted.

Committee deliberated.

Parties called in.

*Present* :—Mr. F. C. Garside (*Controller of Stores, Department of Railways*), appeared for the Chief Commissioner for Railways.

Ernest Edward Lucy (*Chief Mechanical Engineer, Department of Railways*), called in, sworn, and examined.

Witness withdrew.

Adjourned until Thursday, 25th September, at 2.15 o'clock, p.m.

THURSDAY, 25 SEPTEMBER, 1924.

MEMBER PRESENT :—

Mr. Walker.

In the absence of a quorum, the meeting called for this day lapsed.

WEDNESDAY, 1 OCTOBER, 1924.

MEMBERS PRESENT :—

Mr. Walker in the Chair.

Mr. George Cann,

Mr. Ness,

Mr. Anderson.

*Present* :—Mr. F. C. Garside (*Controller of Stores, Department of Railways*) appeared for the Chief Commissioner for Railways.

Mr. Garside addressed the Committee.

Mr. Dingle addressed the Committee.

Re-assembling of Committee to be arranged by the Chairman.

WEDNESDAY,

WEDNESDAY, 19 NOVEMBER, 1924

MEMBERS PRESENT:—

Mr. Walker in the Chair.

Mr. Ness,

Mr Anderson.

Chairman submitted Draft Report.  
Same read, amended verbally, and agreed to.  
Chairman to report to the House.

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1924.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

CLAIMS OF MR. GEORGE H. DINGLE AGAINST THE  
RAILWAY COMMISSIONERS.

WEDNESDAY, 17 SEPTEMBER, 1924.

Present.—

MR. R. B. WALKER (IN THE CHAIR).

MR. GEORGE CANN,

MR. THORBY.

MR. NESS,

Ernest Edward Lucy, Chief Mechanical Engineer, Department of Railways, sworn, and examined:—

1. *Mr. Dingle.*] In giving evidence on a previous occasion you were asked were my reports of any value to your Department, and you answered that they were of no value. Do you adhere to that statement?—Yes.

2. Do you consider that the pulling up of the railway for some 6 miles about Glenbrook after my report was made was of any service to this country?—The Permanent Way Branch and its movements are not within the scope of my operations or administration, therefore I cannot answer that question.

3. Will you say that all the stuff taken from the Clyde yards, since my report was made, is of no value?—I cannot answer that question.

4. *Mr. Ness.*] It was stated that Clyde was the receptacle for all yards?—That is so.

5. *Mr. Dingle.*] You stated your visit to the Clyde was prior to my inspection, when you found everything in bins?—Some scrap material is kept in bins. Other material is kept in heaps. Wheels and axles are kept in what are called wheel parks.

6. What has become of the material taken from the Clyde yards since my reports were made?—The major part of the material which was at Clyde at the time of your report has since been used or disposed of in one way or another. It is a perpetually moving quantity of a more

or less liquid nature, inasmuch as fresh scrap is being added to the quantity of material there whilst other material is being taken out.

7. Material had been lying in the Clyde yards for a considerable number of years before you took charge. Do you know anything about that?—No.

8. Do you know anything about material that has been lying at Granville for forty years?—I cannot answer that.

9. Do you think my reports, in which I pointed out that hundreds of thousands of pounds worth of stuff were lying in certain places, have been of any value?—No, because those reports did not disclose material lying about unknown to the Department and unrecorded.

10. What have you got recorded and what have you buried in the Clyde yards?—Everything in the Clyde yards was recorded.

11. What quantity of material has been supplied free to the Broken Hill Company, to Hoskins, and to other companies during the four years of the war?—The records are available in the Department.

12. *Mr. Garside.*] The records of the scraps were produced to the Committee.

13. *Mr. Dingle.*] In connection with the Alexandria yards there were about 140 cases of glass. About one-third of that glass, which had been there for six years, was destroyed. Was it of any advantage to the Railway Commissioners to know that glass was there?—I do not



*Witness*—E. E. Lucy, 17 September, 1924.

think so. I recollect your report and the mention of a case of glass, but the case of glass did not belong to my branch.

14. Do you remember anything about thousands of carriage springs in the Redfern yard?—Yes.

15. Were they of any value;—what has been done with them?—Some of those springs were obsolete; some were there for rebuckling and reconditioning, and some for scrap.

16. What has become of them?—There are always heaps of springs in the carriage works yard; they are perpetually being added to and taken from.

17. Was my report with regard to that stuff of any value to you?—No; I knew the springs were there. I had lists of them, of their condition and sizes, kept in accurate and proper groups.

18. Why were the springs allowed to remain there so many years?—During the war, and towards the end of the war more particularly, I deliberately stored up all sorts of material, from second-hand boilers down to all classes of pin material, not knowing when the war would finish, and having in mind that I might have to put old boilers, with greatly reduced pressure, back again on to engines to work very much smaller loads; but at any rate to keep the railways going, because at that time we were prevented by the Munitions Ministry at Home from getting any more new material.

19. If you were so anxious to keep this material for the benefit of the railways, why was it given free of cost to certain companies?—Free of cost—I cannot understand the question.

20. Is it a fact that this material was passed over free of cost to Hoskins, the Broken Hill Company, and the Newcastle Proprietary Company?—I have no recollection of such a thing.

21. When I visited Sutherland, I found material for two tanks, one erected, and the other on the ground, with which nothing was done until I reported upon it. Was that report of any value to the country?—I should think not, because the tank and its location would be known to the Department.

22. *Mr. Thorby.*] What was the object in view when Mr. Dingle was appointed to make certain reports to the Railway Department?—Mr. Dingle told the Locomotive Works Manager that in his opinion there was a lot of material lying about. Mr. Warren, the Locomotive Works Manager, repeated that to me. Knowing Mr. Dingle, and the large quantity of material we had at Clyde, I thought to check all the material lying there. I therefore agreed with Mr. Warren that he should send Mr. Dingle to me to make arrangements for him to commence the inspection.

23. Was any action taken by the Department as the result of the information contained in Mr. Dingle's reports?—No.

24. No action whatever?—No, beyond comparing his reports with the list already extant in my office to see if there were any discrepancies, particularly to see if there was something mentioned in Mr. Dingle's reports which was not in our office records.

25. Was there certain information contained in Mr. Dingle's reports which was not in your office records?—No.

26. Nothing whatever?—No.

27. When was the economy committee appointed—before or after Mr. Dingle's reports?

28. *Mr. Garside.*] It was appointed in 1915.

29. *Mr. Thorby.*] Were the 8,000 axles, referred to as lying in the Clyde yards on 19th December, 1923, condemned axles, or are they still lying in the Clyde yards?—Those that remain unused are still lying in the Clyde yards waiting to be used. They represent a pre-war purchase.

30. Is it not a fact that the Railway Department, immediately after Mr. Dingle submitted his reports to you,

did take action to have a general clean-up of all the yards and depots, and to record or put to use material lying in the various yards and depots?—No, we did not commence any general clean-up to any extent of second-hand material until the war was well over and new material was available. Speaking from memory, it would be about a year after the war terminated before we were able to get such material—as, for instance, boiler plates.

31. Your opinion is that Mr. Dingle's reports were of no material value to your Department?—That is so.

32. *Chairman.*] Was a reclamation officer appointed after Mr. Dingle's reports came in?—I cannot remember whether the reclamation officer was appointed before or after Mr. Dingle's reports came in, but I do not think the appointment of a reclamation officer would be borne upon in any way by Mr. Dingle.

33. You remember the reclamation officer was appointed?—Yes.

34. Who was it?—Cockburn.

35. Mr. Dingle has never been paid any special remuneration for his work?—Nothing beyond his ordinary pay.

36. *Mr. Dingle.*] Do you remember writing a letter to Mr. Hamilton authorising him to allow me to inspect your stock?—Yes.

37. Was that an appointment or not?—I wrote a letter of introduction to Mr. Hamilton for you as an authority to enable you to walk about the yard.

38. Was that an appointment or not?—It was not an appointment.

39. *Chairman.*] It originated through this note: "The bearer, Mr. Dingle, is to be permitted to inspect any scrap material, wheels, axles, tyres, &c., at your premises. E. Lucy, 7th October, 1919?"—Yes. Obviously if I had not given a memorandum of that sort the waggon superintendent at Clyde would have asked him, "What are you doing here?"

40. *Mr. Dingle.*] Do you remember seeing me when I came to you from Mr. Warren?—Yes.

41. Did I make any reference to Mr. Starr meeting me there?—I cannot remember any detailed conversation so far back as that.

42. I will refer to a period further back. Do you remember meeting me with a deputation on the morning of the strike?—Yes, I remember you somewhere about that time.

43. Were you ever down at White Bay?—Many times.

44. Did you see the state of that yard?—Yes, I would notice the state of it.

45. *Mr. Ness.*] Was construction work going on there at that time?—Yes. Mr. Kendall was just taking over what was known as the old iron or steel works.

46. Do you remember Mr. Melville reporting at your office the words I said to him?—No.

47. Was the burying of material in Alexandria yard known to you?—No.

48. Would you be surprised to learn that material is buried there, also under the shops recently erected there; do you know what the shops are built on?—They are built on the formation of the earth embankment.

49. You are positive of that?—Yes.

50. *Mr. Ness.*] A complaint was made by Mr. Starr to the Commissioners that certain material was buried. Certain prospecting took place. Do you know if anything was found?—No.

51. *Mr. Dingle.*] Is it a fact that my reports were sent to the heads of other branches of the railway service?—I cannot answer that question definitely, but I have an impression that on one or two occasions extracts may have been sent to other branches. I do not recollect whether they were or not. I think that where some matters were mentioned in your reports which obviously related to other branches I sent extracts from your reports to those branches.



1924.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## UNIFORM RAILWAY GAUGE.

(EXPLANATORY MEMORANDUM RELATING TO THE REPORT OF THE CONFERENCE OF COMMONWEALTH AND STATE MINISTERS (1923) UPON THE PROPOSED UNIFICATION OF AUSTRALIAN RAILWAY GAUGES, PARTICULARLY IN REGARD TO THE KYOGLE-BRISBANE RAILWAY.)

*Ordered by the Legislative Assembly to be printed, 16 October, 1924.*

## Statement for the Premier's use in the Legislative Assembly.

## Uniform Railway Gauge.

MR. HORSINGTON asked me on Tuesday night a question regarding the unification of the Australian Railways and the ratification by Parliament of any proposals in connection therewith.

The report of the Conference of Commonwealth and State Ministers held in May and June, 1923, was tabled on 6th September of that year. It will be observed from pages 101 *et seq.* that the Royal Commission on Uniform Railway Gauge which reported on 22nd September, 1921, recommended the making of provision for:—

- (a) A 4 ft. 8½ in. gauge railway from Fremantle to Kalgoorlie, linking with the existing railway from Kalgoorlie to Port Augusta;
- (b) A 4 ft. 8½ in. gauge railway from Port Augusta to Adelaide (part conversion);
- (c) Conversion of the whole of the 5 ft. 3 in. gauge line of South Australia and Victoria (including the conversion of the 3 ft. 6 in. line between Terowie and Peterborough in South Australia);
- (d) A 4 ft. 8½ in. gauge railway linking Sydney and South Brisbane *via* Macksville, Kyogle, and Richmond Gap.

The estimate for this scheme is £21,600,000 made up as follows:—

	£
(a) Alterations to existing railways and structures...	9,012,000
(b) Any new lines necessary ...	6,873,000
(c) Adjustments of rolling-stock ...	5,715,000
<b>Total</b> ...	<b>£21,600,000</b>

These recommendations were considered at a conference of Premiers with the Prime Minister in Melbourne in November, 1921, when it was resolved:—

That the adoption of a uniform gauge is, in the opinion of this Conference, essential to the development and safety of the Commonwealth.

That the Commission's recommendation of a 4 ft. 8½ in. gauge be accepted.

That the Commonwealth shall prepare and circularise to the States a draft agreement to give effect to the recommendations of the Commission.

That steps shall be at once taken by the Premiers of all the States to consult their Governments with regard to the said agreement, and the financial obligations of the parties thereunder, and that the conclusions arrived at shall be communicated to and considered at a further Conference in January, 1922.

The further Conference was held in Melbourne on 17th and 18th January, 1922, and no decision was arrived at.

The Commonwealth Government, as a result of reconsideration of the position, submitted an alternative scheme for the consideration of the States at the 1923 Conference. In view of the financial situation the Federal authorities believed that adding to the already high interest charges on the existing lines was inadvisable, especially in view of the fact that the expenditure involved in the scheme previously submitted would not, to any extent, aid in the development of new country, which was a matter of such vital importance to Australia, particularly in regard to the migration schemes of the Commonwealth.

The following alternative scheme, which would promote development of new country and would largely minimise the existing difficulties in connection with the breaks of gauge, and would not in any way conflict with the larger scheme of unification should such be agreed upon at any time, was therefore suggested by the Commonwealth for the consideration of the State Governments:—

1. That a 4 ft. 8½ in. gauge line be constructed between Port Augusta (South Australia) and Hay (New South Wales).
2. That a 4 ft. 8½ in. gauge line be constructed between Kyogle (New South Wales) and Brisbane (Queensland).

The approximate costs of the above proposals are as follow:—

	£
1. Port Augusta to Hay (500 miles) ... ..	4,500,000
2. Kyogle to Brisbane (87 miles), including strengthening of existing line between Grafton and Kyogle ... ..	3,500,000
Total ... ..	£8,000,000

As a result of the opposition of South Australia and Victoria the Commonwealth proposals were not adopted. The Minister for Public Works and Railways for New South Wales stated that the New South Wales Government was practically agreed regarding the cross-continent connection, the only difference being that it considered the country would be better served by the completion of the line to Broken Hill which had been three-parts constructed, than by the construction of a standard gauge line between Port Augusta and Hay. Mr. Ball pointed out that the development of the Murray Valley had already been provided for by the Border Railways Agreement between Victoria and New South Wales under which no fewer than four railways were being built into Murray lands, and four bridges were being constructed over the Murray River.

As New South Wales, Queensland, and the Commonwealth were prepared to proceed with the construction of the Brisbane to Kyogle line, the Prime Minister stated that he would subsequently confer with the Governments of the two States mentioned, with a view to seeing whether action could be taken to carry out that section.

It is understood that the Commonwealth Government is now in negotiation with the Government of South Australia regarding other sections.

The Acting Premier of Victoria stated at last year's Conference that his Government could have understood the Commonwealth proposing a line from Trida to Menindie.



1924.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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# REPORT

OF THE

## ROYAL COMMISSION OF INQUIRY

INTO THE

## RAILWAY AND TRAMWAY SERVICES,

TOGETHER WITH

COPY OF COMMISSION, EVIDENCE, AND APPENDICES.

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*Ordered by the Legislative Assembly to be printed, 7 and 9 October, 1924.*

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1924.

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[12s. 6d.]





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v

## COPY OF COMMISSION.

GEORGE the Fifth, by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

To our Trusty and Well-beloved,

SIR SAM FAY, K.T., J.P.,

SIR VINCENT RAVEN, K.B.E., M.INST.C.E., M.I.M.E., M.I.E.E.—

## GREETING :

KNOW YE, that We, reposing great trust and confidence in your ability, zeal, industry, discretion, and integrity, do, by these presents, with the advice of our Executive Council, authorise and appoint you to inquire into the management, equipment, and general working, including the finance, administration, control, and economy of the Railway and Tramway Services in New South Wales, and more particularly :

- (1) The organisation and running of the passenger and goods traffic, the services rendered, the scales of fares and freights operating, and the financial returns.
- (2) Matters appertaining to the organisation and conduct of the Mechanical Section of the system in relation to the respective types of locomotives and rolling-stock adopted, cost, economy of life and use, equipment, renewal, and maintenance charges.
- (3) Matters relating to the construction, renewal, and maintenance of the permanent way, including station equipment and the systems of signalling and interlocking adopted.

AND WE DO, by these presents, give and grant to you, or either of you, full power and authority, with all proper or necessary assistance at all times, to call before you all such persons as you may judge necessary, by whom you may be better informed of the truth of the premises, and to require the production of all books, papers, writings, and other documents as you may deem expedient, and to visit and inspect the same at the offices and places where the same or any of them may be deposited, and to inquire of the premises by all lawful ways and means. AND Our further will and pleasure is that you do, within the space of six months after this, Our Commission, or sooner if the same can reasonably be done, certify to Us, in the office of Our Premier, what you shall find touching the premises. AND WE HEREBY command all Government officers, and all other persons whomsoever within Our said State, that they be assistant to you in the execution of these presents. AND WE DECLARE this, Our Commission, to be a Commission for all purposes of the Act No. 29 of 1923, intituled "The Royal Commissions Act, 1923."

IN TESTIMONY WHEREOF We have caused these Our Letters to be made Patent, and the Great Seal of Our State of New South Wales to be hereunto affixed.

WITNESS Our Trusty and Well-beloved SIR DUDLEY RAWSON STRATFORD DE CHAIR, Admiral in Our Royal Navy, Knight Commander of Our Most Honorable Order of the Bath, Member of Our Royal Victorian Order, Governor of Our State of New South Wales and its Dependencies in the Commonwealth of Australia, at Sydney, in Our said State, this ninth day of May, in the year of Our Lord one thousand nine hundred and twenty-four, and in the fifteenth year of Our Reign.

(Sgd.) D. R. S. DE CHAIR,  
Governor.

By His Excellency's Command,  
(Sgd.) GEORGE G. FULLER.

Entered on Record by me, in REGISTER OF PATENTS, No. 40, page 13, this twenty-sixth day of May, one thousand nine hundred and twenty-four.

FOR THE COLONIAL SECRETARY AND REGISTRAR OF RECORDS,

(Sgd.) E. B. HARKNESS,  
Under-Secretary.  
per H.D.





# ROYAL COMMISSION ON RAILWAYS AND TRAMWAYS.

## REPORT.

To His Excellency Sir DUDLEY RAWSON STRATFORD DE CHAIR, Admiral in the Royal Navy, Knight Commander of the Most Honorable Order of the Bath, Member of the Victorian Order, Governor of the State of New South Wales and its Dependencies, in the Commonwealth of Australia.

MAY IT PLEASE YOUR EXCELLENCY,—

1. We, your Commissioners, appointed to make a full inquiry into the finance, management, equipment, and general working, including the administration, control, and economy of the railway and tramway services in New South Wales, and more particularly—

- (a) The organisation and running of the passenger and goods traffic, the services rendered, the scales of fares and freights operating, finance and financial returns,
- (b) Matters appertaining to the organisation and conduct of the Mechanical Section of the system in relation to the respective types of locomotives and rolling-stock adopted, cost, economy of life and use, equipment, renewal and maintenance charges,
- (c) Matters relating to the construction, renewal, and maintenance of the permanent way, including station equipment and the systems of signalling adopted,

have the honour to submit the following report :—

### I.—INTRODUCTORY.

#### Appointment of Royal Commission.

2. The appointment of a Royal Commission was announced by the Premier on the 22nd December, 1923, the members being Sir Sam Fay and Sir Vincent L. Raven, to whom your Commission was issued on the 9th May, 1924, authorising and appointing those Commissioners to inquire into the above-quoted subjects.

3. The appointment of this Royal Commission was the result of discussions in the Legislative Assembly upon railway administration generally, including the reappointment or otherwise of the present Railway Commissioners. As a temporary arrangement, and pending the report of your Commission, the services of the Railway Commissioners were extended until 31st December, 1924.

#### Conduct of the Inquiry.

4. Your Commissioners arrived in Sydney on 9th May, and immediately proceeded to issue a questionnaire of sixty items (subsequently amplified) through the Minister for Railways to the Railway Commissioners. Statements were also obtained from the same source as to the duties of the various chief officers, and the general organisation and administration of their branches. We have also called for, and perused, the Minutes of the Board Meetings of the Commissioners, the Committee Meetings, and the various Officers' Conferences, and have also analysed the complaints, numbering some hundreds, addressed to the Railway Commissioners by the public over a period of six months. In conjunction with our personal observations, these have probably given us as much information on the subject of the New South Wales Railways as the evidence placed before us.

5. Commencing on 13th May, we travelled over the whole of the main lines, and, with few exceptions, the branch lines, of the New South Wales State railway system. We devoted thirty-six days to the tours of inspection, travelling 9,580 miles in that period, and inspecting the plant and facilities. In the course of these tours, which

were



were undertaken primarily to enable us to become acquainted at first hand with the location, general layout and equipment of the track, stations, and buildings, we ascertained the traffic conditions of the lines, the facilities provided for the handling of various classes of traffic, the nature of the country served by the railway network, and the methods of local supervision and working. To this end an inspection was made of passenger and goods stations, refreshment-rooms, locomotive and electrical workshops, sheds, and manufacturing establishments, stores, yards, signalling equipments, and the permanent way, together with other essentials of railway service, while conversations with the local supervisory officials helped us to appreciate the nature of the railway problem in this State. These tours of inspection also enabled us to study the detailed organisation of the various districts on the spot.

6. With the exception of a tour to Broken Hill and an inspection of the lines in the Riverina area, we were accompanied—at our own request—by Mr. J. Fraser, C.M.G., Chief Railway Commissioner, in order that we might have the advantage of ascertaining at first hand such information upon the layout of the lines and various phases of railway working as we required. The Chief Traffic Manager, the Chief Mechanical Engineer, and the Information Officer also accompanied us, while traffic and locomotive officers were present in their respective districts for the purpose of explaining the various features of the railway system in their areas.

7. The tours of inspection were completed on 11th July, and at intervals between journeys evidence was taken on oath from the Commissioners, the principal officers of the Railway Department, and also from Mr. F. A. Coghlan (Auditor-General), Mr. E. J. Sievers (Valuer-General), Mr. J. Spencer Watts, of Messrs. Smith and Johnson, Public Accountants, Sydney, who made a report to the Railway Commissioners in 1921 upon finance and financial methods, and Mr. J. Spence, Director of Finance at the Treasury.

8. Regular sittings were commenced in Sydney on 15th July, and one day's hearing took place at Newcastle on 20th August. Evidence was taken on twenty-eight days. In all, twenty-eight departmental officers and twenty-five representatives of public bodies and associations were heard in addition to the gentlemen named above. The list of witnesses is given in Appendix 3.

9. It became evident at an early stage of the inquiry that the system of financial control under which the railways and tramways are dependent upon the yearly budget of the State, coupled with the fact that no reserves exist to meet wasting assets, dominated the organisation, and through it the efficient and economical operation of the transport services. We have, therefore, placed Finance and Financial Control in the forefront of our report.

10. Summarised, the Terms of Reference fall into five main heads, as shown below, and we deal with them in that order:—

#### FINANCE AND FINANCIAL CONTROL.

#### ORGANISATION.

#### MANAGEMENT.

- (a) Permanent Way and Works,
- (b) Signalling,
- (c) Mechanical.
- (d) Electrical.
- (e) Stores.
- (f) Operation.
- (g) Rates and Fares.

#### TRAMWAYS.

#### MISCELLANEOUS QUESTIONS.

A final section contains a Summary of our principal Recommendations.

#### Railway Development in New South Wales.

11. The first attempt to introduce railway communication in New South Wales was in 1846, but it was not until 1848 that a company entitled The Sydney Tramroad and Railway Company was formed for the purpose of constructing a railway from Sydney to Parramatta and Liverpool, with possible future extensions to Goulburn and Bathurst. This company, however, made very slow progress with the work, which was ultimately taken over by the Government. Meanwhile, another company had been started in 1853 with the object of constructing a railway from Newcastle to Maitland. This was no more successful than the Sydney company, and shared the same fate.



12. The Government, on taking possession of the property of the defunct companies, carried on the works with energy and on 26th September, 1855, opened the line from Sydney to Parramatta, while communication was established between Newcastle and East Maitland on 11th April, 1857. Thus, practically from the inception of railways, the Government has managed and operated the railway transport services and now, except for a few short private lines, the whole of the system in New South Wales is State-owned. In the first decade after the opening of the Parramatta railway, 129 miles were built, in the second decade, 294 miles, and in the third, 1,295 miles of construction took place. From 1885 to 1895, 799 miles were added. Railway development rapidly proceeded, and during the eleven years from 1914 to 1924, the route mileage actually increased by over 39 per cent.—from 3,967 route miles to 5,523 route miles.

13. The Statutory relations between the Government and the railways, as contained in various Government Railway Acts, provide for the appointment by the Government (*i.e.*, by the Governor with the advice of the Executive Council) of Commissioners as a corporate body under the name of "Railway Commissioners for New South Wales." For the purposes of the Acts the railways and tramways (including equipment and lands are "vested absolutely" in the Commissioners. They are authorised to work and manage the railways, but their powers are circumscribed in several important respects. Expenditure is limited to moneys appropriated by Parliament, and all receipts are to be paid into the Consolidated Revenue of the State day by day. Moneys for additional stores, plant, rolling-stock, stations or other accommodations considered necessary to meet traffic requirements have to be sought by application through the Minister for Railways. Approval of by-laws must be obtained and as rates and fares are imposed by by-law this entails a submission to the Government of any proposed increase or decrease in charges. Examiners of candidates for permanent employment in the Railway Service have been appointed by the Chief Commissioner. An Appeal Board to deal with appeals by the staff against punishments must have a Chairman appointed by the Government. All regulations as in the case of by-laws must receive Executive authority before becoming operative.

#### Important Facts and Figures.

14. Prior to the detailed consideration of particular questions, it will probably be of advantage briefly to outline the salient points of the railway system and the financial results of the New South Wales Government Railways Undertaking over the past few years. Comparisons over the period of eleven years are included in this review, but it must be observed that such comparisons should be regarded with caution, owing to the disturbing effect of the war period vitiating the accuracy of conclusions drawn wholly upon the figures here presented. The unification of accounts on the railways of Australia in 1921 also led to certain changes in the methods of calculating figures, and this is a further complicating factor. We give the figures, which are extracted from the annual reports, in order to show to some extent the nature of the problem with which we were confronted on our arrival.

15. At 30th June, 1924, the New South Wales Government Railways open for traffic represented a capital of £93,355,167; this being divided as follows:—

#### RAILWAY CAPITAL EXPENDITURE AT 30TH JUNE, 1924.

1. Acquisition of land, property, &c., used in connection	£
with railway working (approximate) ... ..	4,243,659
2. Construction of lines and works open for traffic ... ..	67,945,357
3. Rolling-stock—	£
(a) Locomotives ... ..	7,332,764
(b) Coaching stock ... ..	3,594,290
(c) Freight stock ... ..	5,317,145
	<hr/>
	16,244,199
4. Manufacturing and repairing works and plant—	
(a) Land and buildings ... ..	1,340,660
(b) Machinery and plant ... ..	1,685,731
	<hr/>
	3,026,391
5. Miscellaneous expenditure ... ..	332,561
6. Vote for purchase of stores and materials ... ..	1,563,000
	<hr/>
Total ... ..	93,355,167

N. S. W.

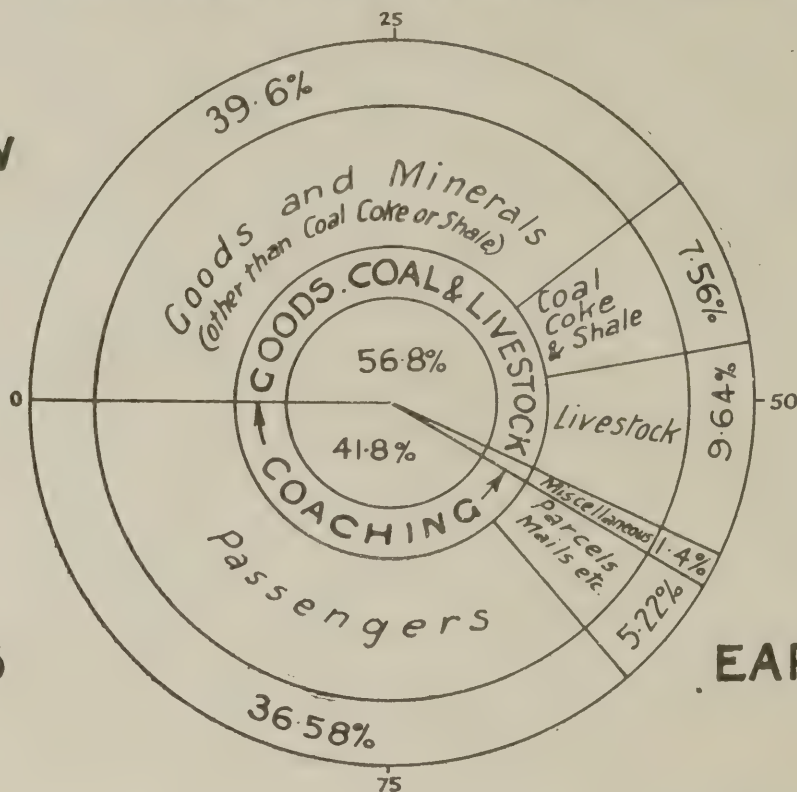
# RAILWAY REVENUE, 1913-14.

HOW

IT

WAS

EARNED

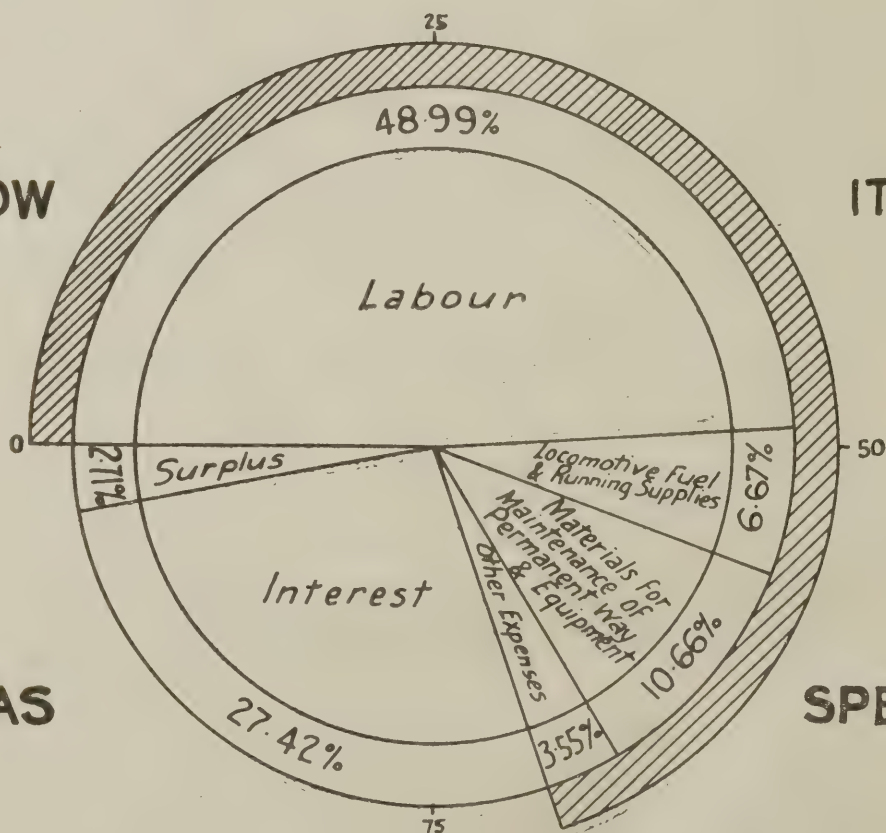


HOW

IT

WAS

SPENT



69.87% Operating Expenses  
Surplus = £209,367.



N. S. W.

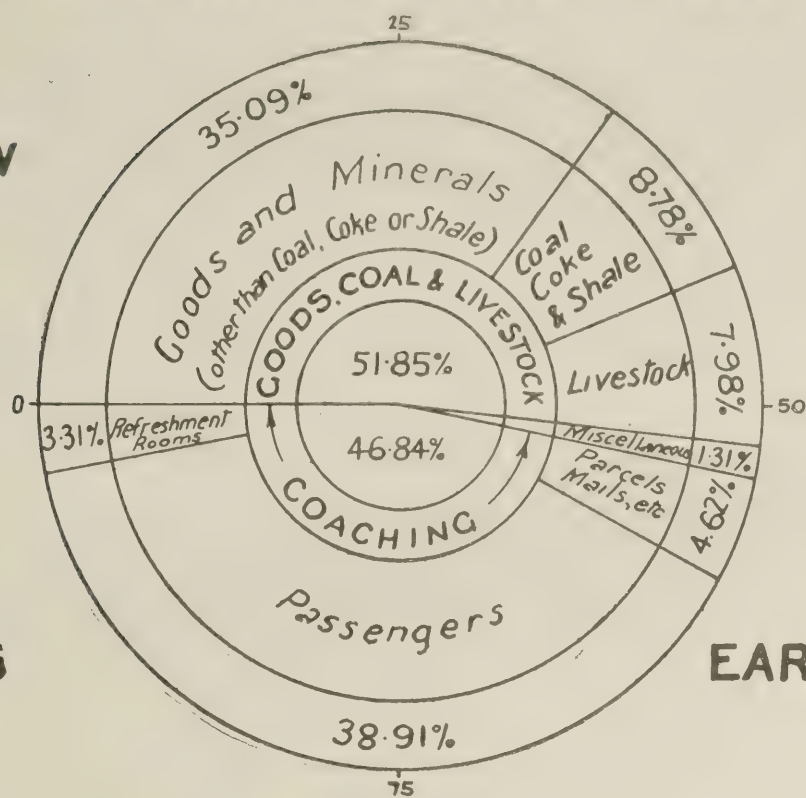
# RAILWAY REVENUE 1923-24.

HOW

IT

WAS

EARNED

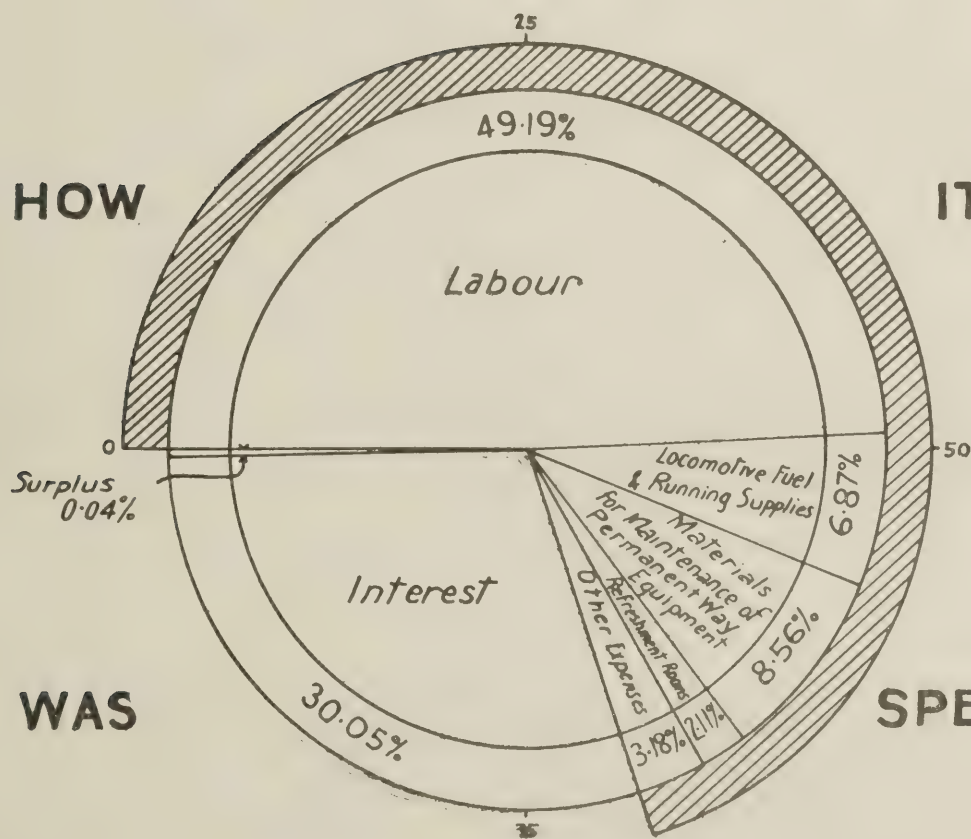


HOW

IT

WAS

SPENT.



69.91% Operating Expenses  
Surplus £5,669

16. The New South Wales railways extend from Albury, Tocumwal, and Bombala in the south to Wallangarra and Murwillumbah in the north, a distance of 900 miles. The most distant western terminals are Hay, Trida, Bourke and Brewarrina, these ranging between 470 and 522 miles from Sydney. There are two isolated sections, one at Broken Hill and the other along the North Coast, the latter being cut off from the rest of the system by the Clarence River at Grafton.

17. The system comprises 5,523 route miles of lines, of which 4,875 are single track, and represented 6,261 track miles on 30th June, 1924, this comparing with 3,967½ route miles and 4,403¾ track miles at 30th June, 1914, increases of 39 per cent. and 42 per cent. respectively. During the year ending 30th June, 1924, the Railway Department carried 117,356,316 passengers on the suburban services and 10,744,868 on the country services, these figures comparing with 77,431,809 and 8,896,612 respectively in the year 1913-14. The corresponding figures for freight traffic (goods, coal, coke and live stock) were 15,693,127 for the year ending 30th June, 1924, and 13,245,842 tons for the year ending 30th June, 1914.

18. The total revenue for the year 1923-24 was £15,616,577, and the working expenditure £10,917,491, thus leaving £4,699,086 net revenue to cover the amount required to meet interest obligations. Ten years ago, the corresponding figures were £7,742,241 earnings, £5,409,820 working expenses, and balance after paying working expenses, £2,332,421. The percentage of working expenses to receipts for the two years in question was 69·91 and 69·87 respectively.

19. The brief summary in the preceding paragraphs clearly indicates that considerable development has taken place in the last decade, and while in the course of the ten years, largely owing to the incidence of the war, there have been variations in development, it is to be noted that since 1913-14 capital expenditure has increased 52 per cent., revenue 102 per cent., working expenses 102 per cent., and interest payments 121 per cent.

Twelve Months ended 30th June.	Total Railway Capital Expenditure.	Gross Earnings.	Working Expenses.	Net Earnings.			Per cent. of interest on State Loans attributable to Railways.
				Amount.	Per cent. of Profit to capital invested.	Surplus or deficit in interest on State Loans.	
	£	£	£	£	£	£	£
1914	61,264,869	7,742,241	5,409,820	2,332,421	3·87	+ 209,367	3·6685
1915	65,583,274	7,616,511	5,311,162	2,305,349	3·60	— 23,331	3·6694
1916	68,825,592	8,006,078	5,661,168	2,344,910	3·45	— 223,749	3·7774
1917	72,006,621	8,380,085	5,915,360	2,464,725	3·50	— 394,064	4·0933
1918	75,050,450	8,954,880	5,940,447	3,014,433	4·10	— 28,916	4·1738
1919	76,601,591	9,958,173	6,904,450	3,053,723	4·03	— 211,817	4·35
1920	79,318,917	13,083,847	9,570,984	3,512,863	4·48	— 129,125	4·6863
1921	82,304,194	14,267,205	11,032,677	3,234,528	4·01	— 577,032	4·7608
1922	85,552,871	15,213,019	11,116,302	4,096,717	4·88	— 121,164	5·0635
1923	89,276,871	15,221,333	10,649,974	4,571,359	5·22	+ 84,056	5·1606
1924	93,355,167	15,616,577	10,917,491	4,699,086	5·13	+ 5,669	5·1606



## II.—FINANCE AND FINANCIAL CONTROL.

### Commissioners' and Treasury Capital Figures.

20. In reviewing the financial position of New South Wales railways, a difference presents itself as between Railway and Government figures by reason of the fact that the capital assumed by the Railway Commissioners refers to lines open for traffic only, whereas Treasury accounts include moneys spent on lines under construction, interest upon which is not charged against railway administration until completion and the opening of lines for traffic. At 30th June, 1924, the capital commitment in railways and works open for traffic was £93,355,167. At the same time the State indebtedness upon those lines and works, plus lines under construction, totalled £98,851,357. There is roughly £104,000,000 sterling (including tramways) represented in the loan account of the State out of a total of £210,493,974 resting upon the Consolidated Revenue Fund.

21. In sixteen years, viz., since 1908, the railway capital account has been doubled, and since July, 1913, there has been an addition of £35,701,389, or 62 per cent., whilst mileage of line increased by 41 per cent. during the same period. The railway capital, revenue, expenditure, and interest figures from July, 1913, to 30th June, 1924, are given in the preceding table, while the diagrams on pages x and xi show how the revenue was earned and how it was spent in 1913-14 and 1923-24.

### Interest Charged to Railway Account.

22. Over these years the deficiency in net revenue necessary to meet interest charges upon that portion of the Consolidated Loan Account of the State attributable to railways totalled £1,410,106, and it will be observed that only in the years 1914, 1923, and 1924 was there a surplus over and above the interest charges.

23. In this connection it is well to note here that the Railway Commissioners are not altogether satisfied that the interest charged by the Treasury to their account has been strictly correct. Mr. Hartigan, the Chief Accountant, in answer to the query (Q. 1): "Does the interest on capital represent the actual rate at which moneys for railway purposes was raised?" said "No. The interest is calculated on the capital invested at the average rate of interest paid on the whole of the State loan. The Railway Commissioners are advised of this rate by the Treasury, but have no means of checking the correctness thereof." He said further (Q. 37) "I have never been able to ascertain how the average rate is computed. The Treasury advises us of the average rate, but I personally doubt whether that rate is correct. It is questionable whether we are not being overcharged by too high a rate." It is very desirable that this point should be cleared up.

24. The figures tabulated in the preceding table bear the impress of the war directly and indirectly. Increase in the purchase price of coal and materials was £1,095,000, municipal and water rates account for £58,000, while wages—increased to meet the enhanced cost of living and reduced hours of work—represent over £3,105,000 of the difference between the 1914 and 1924 expenditure. How serious is the burden upon the railways of the rising rate of interest on the State debt is shown by the figure of 3·6685 per cent. in 1913-14 and 5·1606 per cent. in 1923-24. The actual cash difference under this head between the two years is £1,357,000. We deal elsewhere with the war effect upon the rolling-stock, and also the disturbance of the suburban electrification programme. We might, however, add that the adverse effect of the war upon railways generally would appear from these figures to have been less in Australia than in many other countries of the world.

### Capital Expenditure Charged to Working Expenses.

25. The working expenses shown in the facing table include certain items, properly chargeable to capital, estimated at £80,000 per annum. In theory, the necessary renewals are included in the working expenses, but no provision has been made for meeting wasted and wasting assets year by year, and there is no reserve of any sort for renewals.

### Provision of Funds.

26. The manner in which railway funds are provided follows British Budgeting methods. Some time before the end of the financial year, the chief officers



officers prepare estimates of expenditure on capital and revenue accounts for the coming financial year. The Chief Commissioner criticizes these estimates, together with the estimates of prospective revenue, and submits them to the Minister for Railways, who sends them on to the State Treasurer for later submission to Parliament. Mr. Fraser's evidence (Q. 158) upon this aspect of the question was to the effect that the departmental estimates of expenditure required, both on loan and revenue accounts, have generally been greater than the amounts which the Government has been able to provide, and expenditure in both connections has, therefore, been restricted to the lowest possible minimum.

27. In answer to a written request for further information, Mr. Fraser furnished a paper stating that "The Loan Estimates, upon submission to the Treasurer, were always returned to the Commissioners with an intimation that a certain sum only would be made available for their requirements. A stated amount must be allocated for new lines construction. As a consequence, the original loan programme had, of necessity, to be revised, and many urgent and necessary works deferred, while others in progress had to be stopped until funds were made available." Mr. Fraser further said that "he had to have regard to what it was possible or practicable to spend in relation to the revenue likely to be received, and the interest which must be met during the year." On this subject, the following extracts from letters to the Minister for Railways dated 16th August, 1919, 27th April, 1920, and 26th April, 1922, are illuminating.

16th August, 1919.

In reply to your communication of the 11th instant intimating the views of the Minister for Works and Railways, with regard to the Loan Estimates submitted by the Commissioners for the current financial year, I am directed to say that, as desired, the various items for which provision was made in the Loan Expenditure have been further considered by the Commissioners, who regret that they are unable while considering the urgent requirements of the community to reduce the amounts set down for the various works proposed.

Firstly it should be taken into consideration that the amount of work which can be produced for a given sum will be lower during the current financial year than during any previous period in which records have been kept owing to the higher wages now being generally paid, and to the high value at which the cost of materials is still maintained.

You question the possibility of the money asked for being expended, and in this connection I might point out that in some years before the war greater expenditure relatively was incurred than that proposed for the present year while the business to be catered for was less. In the year 1913 the total amount expended for rolling-stock and additions to lines, duplications, &c., was £2,772,030, but the work then carried out for that sum could not be carried out during the current year for a less sum than about £4,500,000. Similarly in the year 1914 works costing £3,485,279 were carried out under the headings abovementioned. To carry out a similar amount of work to-day would cost about £5,500,000. It would appear, therefore, that as the Department was able prior to the war to, without material difficulty, expend the large sums of money mentioned, there should be no difficulty with better appliances in completing works to the amounts provided on the Estimates for the current year.

Incorporated in the amount for rolling-stock are vehicles most urgently required in the handling of the passenger business of the City, and urgently required to permit of the carriage of all the products of the State which may be offered for transport, and I am desired to stress the importance to the community of the provision of adequate rolling-stock to permit of workers in the State to produce from day to day and transport from day to day the maximum tonnage practicable, as only in this way will the financial position of the State be greatly bettered.

The Commissioners believe that the proper equipment of existing railways to enable the daily business to be satisfactorily carried on is a matter of greater urgency than any other work or works which could be submitted, for the reasons stated, i.e., that the financial position of the State depends upon maximum production, and maximum production cannot be achieved if the transport services are in any respect inadequate. To make this service adequate in all respects, rolling-stock which has been referred to in special communications must be provided, and the facilities for dealing with that rolling-stock at certain stations throughout the system where serious congestion at present exists are practically equally urgent.

There is, in addition, necessity for the housing of large numbers of the staff to prevent the serious grievance which frequently arises from the discomforts endured owing to lack of suitable accommodation. The provision of such residences will probably tend to produce greater contentment, and contentment is an essential condition to the satisfactory working of any business.

With regard to the duplication of the lines, I am directed to intimate that the completion of the works on the Illawarra Line as between Tempe and Rockdale, between Otford and Coalcliff, and between Thirroul and Wollongong, are essential to permit of the reasonably satisfactory working both of the suburban passenger business, and the heavy mineral business which is derived from that line. The work between Bowenfels and Wallerawang is also of an urgent character owing to the difficulties in operation which occur when the business is at all heavy, and a very considerable amount of the business being now a mineral business this will remain heavy despite weather conditions.

On the main Southern Line there is a weak link between Murrumburrah and Demondrille Creek, to which is due frequent irregularities and difficulties in working the heavy through business which occurs during good seasons, and also in bad seasons when live stock is being moved from place to place.

With



## XV

With regard to the amounts required for Tramways, the largest item of expenditure is the sum required to complete the erection and equipment of the new power-house at Newcastle, which work is in progress, and which should be completed at the earliest possible date.

The additional amounts suggested by the Minister have been added to the Loan Estimates, although the Commissioners are not aware of any urgent works demanding the expenditure suggested.

The Commissioners note that it is not the Government's wish that active commencement be made with works in connection with the City Railway during the current financial year, and desire me to say that the transport facilities in this City are now in such an unsatisfactory position that the decision of the Cabinet to defer for a further twelve months the commencement of the only work which can give the required relief is a decision of very grave moment to the city and suburban population, and a decision which the Commissioners think should have the most earnest reconsideration by the Cabinet before confirmation, and it is hoped is only a tentative resolution in this connection.

The suggestion of the Minister with regard to the expenditure on the Molong to Dubbo connection can perhaps be met if labour offers to a sufficient extent to enable the whole of the railway construction work being properly proceeded with, and the Commissioners are submitting a revised proposal in connection with railway and tramway construction in conformity with the Minister's desire. To accelerate the work on the Sydenham-Botany line, owing to the fact that it must be nine to twelve months before a quite considerable number of bridges on this line can be completed (owing to material having to be imported from England), the ultimate cost of the work will if now taken in hand for the speediest possible completion, be considerably increased beyond the estimate for the work previously furnished, owing to the fact that a very great deal of the earthwork on this line is filling to embankments of considerable magnitude, and that filling must be conveyed over various streets crossed on temporary bridges which will entail quite a considerable expenditure. From the point of view of economical construction the preferable course would be to complete the bridges and use them for the transport of the material required for main line construction. However, as the work is urgent, the desired acceleration could be given.

27th April, 1920.

I mentioned to you a few days ago that this Department has had to conduct its services under very serious difficulties for some years past, owing to the fact that funds have not been made available to provide necessary equipment and accommodation, and you were good enough to ask that I should set out the position so that consideration might be given by Cabinet to matters which are deemed important. Difficulties in working would naturally be due to lack of—

1. Rolling-stock,
2. Shop or shed accommodation,
3. Track,

and I will deal as briefly as possible with these matters under these headings.

#### Rolling-stock.

Complaints are made daily, particularly by the residents of the suburbs of this city with regard to the overcrowding of suburban trains and trams, but the remedy for such complaints must be a more drastic one than the mere provision of additional passenger cars steam operated, though pending the construction of city and suburban electric railways, additional cars hauled as at present must be put into service. The position with regard to rolling-stock generally in comparison with the business done is disclosed in the appended table:—

Year.	Passengers Carried.	Ton Miles (Goods).	Engines (No.).	Carriages (No.).	Wagons (No.).
1898 ...	23,233,206	273,400,624	498	736	9,442
1908 ...	47,487,030	617,642,314	676	937	12,110
1919 ...	98,568,768	1,237,805,869	1,280	1,795	20,798

It will be seen that though the business was about four and a half times as great in 1919 than in 1898, engines, carriages and wagons were only slightly more than doubled in number, and similarly while the business in 1919 was double that done in 1908, engines, carriages and wagons increased relatively 88 per cent, 90 per cent., and 71 per cent.

It is true that the outbreak of war made it impossible to get material for the construction of rolling-stock, and there are still serious difficulties in obtaining such materials, while prices are approximately 200 per cent. above pre-war rates. Yet it is clear that the Government must view favourably the necessity for providing funds for this work, or embarrass seriously the transport of the travelling public, and of the material produced in and required by the people of the State as a whole.

#### Shop and Shed Accommodation.

Some years ago the attention of the then Government was drawn to the need for additional workshop accommodation to provide adequately for the maintenance of the additional rolling-stock then in use, and the position has since become more acute. The present repairs shops at Eveleigh were erected about thirty-four years ago for the maintenance of 426 engines and 600 carriages, and without material additions are called upon to-day to maintain 1,300 engines and 1,795 carriages, and as already shown by the table which shows the increase in business each engine and each carriage has double the work to do than was done per unit when these shops were erected. Similarly in connection with country running sheds and carriage sheds, while the number of engines and carriages has more than doubled in the past twenty years, shed accommodation has been added to, to cover only a very small percentage of that increase.

#### Track Accommodation.

During the period between 1910 and 1916 running track was materially added to and additional working track provided at a few depôt stations, but at a great number of important depôts where the business has enormously increased there has been no addition either to track or other facilities for conducting that business.

In



In the foregoing I have briefly mentioned some of the greater matters for which money will be required, and have included information with regard to the business done in relation to the rolling-stock and equipment which should demonstrate that the allocation of funds to provide more adequately for the work is a matter of urgency. I have not specifically mentioned loco. water supplies, many of which are entirely inadequate for present business, nor have I included in the above reference to the present need for additional tramway rolling-stock, or the electrification of tramways now steam operated. External pressure may be brought upon you with regard to the latter, and the need for additional tramcars in the city is obvious.

My chief desire for the moment is to show that money is urgently required to satisfactorily equip existing railways; the construction of new lines, and the partial isolation of rolling-stock upon such lines must accentuate present working problems, and as it is I understand the policy of the present Government to rapidly complete railway extensions now in hand, it will, I trust, be your policy also to provide that equipment for existing railways without which the business cannot be much longer carried on.

26th April, 1922.

I attach, for your information, copy of a letter which I addressed to your predecessor on the 27th April, 1920, indicating to him certain difficulties under which the work of this Department was then being conducted owing to the lack of rolling-stock, to lack of suitable shops and equipment for the maintenance of rolling-stock, to lack of accommodation at certain of our larger depôts for the proper conduct of our business, and, although this point was not elaborated upon, to the serious lack of suitable water supplies for locomotive purposes throughout the State. I have to request that you might read the letter in question, and would like to submit certain further figures which demonstrate that this Department has been called upon for years past to conduct the railway and tramway services with totally inadequate facilities. It is true that we have carried on the transport services and have effected savings which may be termed colossal by demanding and getting increased efficiency in every branch of the Department, but the time is approaching, and is indeed very near, when with our present rolling-stock and present accommodation at various places for dealing with the purely departmental end of the business, we will not be able to carry on.

#### Rolling-stock—Railways.

Dealing first with rolling-stock, the table hereunder shows the number of engines, carriages and wagons owned by the Department in 1914 and in 1921, in comparison with the actual work done in those years :—

	1914.	1921.	Increase per cent.
Railways—			
Goods ton miles—paying .....	1,037,910,619	1,418,385,987	37
Goods rolling-stock—			
Goods open .....	14,784	16,063	9
Goods covered .....	980	945	(dec.) 4
Meat trucks .....	344	428	24
Live stock .....	2,504	2,889	15
Brake vans .....	491	605	23
Total .....	19,103	20,930	9
Passengers carried—			
Suburban .....	77,431,809	110,255,795	42
Country .....	8,896,612	10,479,345	18
Total .....	86,328,421	120,735,140	40
Passenger rolling-stock—			
Special and sleeping cars .....	92	96	4
First-class .....	391	467	19
Composites .....	190	218	15
Second-class .....	805	961	19
Brake-vans .....	163	138	(dec.) 15
Horse boxes, &c. ....	281	289	3
Total .....	1,922	2,169	13
Engines .....	1,065	1,301	22

The work increased, as you will see, by about 38½ per cent., but the wagon stock was increased by only 9 per cent., passenger rolling-stock by only 13 per cent., and engines by only 22 per cent. That there must be considerable additions to the rolling-stock is obvious from these figures.

#### Tramway Rolling-stock and Work.

In 1914 approximately 261 million passengers were carried, and in 1921 the passengers carried totalled 278 million, an increase of 17 million. The tramway rolling-stock owned by the Department in 1914 was 1,469 cars, while the total number of cars in 1921 had decreased to 1,424. These figures show that the Department had to carry 17 million more passengers in 1921, with actually 45 less cars, these latter having gone out of service owing to their being unfit in every respect for the services which have to be given to-day.

Railway



## xvii

## Railway Track.

In connection with the track and railway construction generally, I pointed out to your predecessor that the mileage had increased from 1914 to 1921 by about 30 per cent., but the business had not increased in a relative degree. The following figures with regard to construction generally seem to me to be worthy of further close consideration by yourself and your colleagues :—

	1914.	1921.	Increase.	Percentage Increase.
Route miles of line .....	3,967	5,018	1,051	26
Population .....	1,868,000	2,100,000	232,000	12
Capital cost .....	£61,264,869	£82,304,194	£21,039,325	34
Tonnage of Goods .....	13,245,842	15,563,131	2,317,289	17

The fact that from 1914 to 1921 there was very little increase in goods business carried on the railways in comparison with the increase in mileage and railway capital, is to some extent explained by the fact that the mileage of line opened for traffic increased at a much more rapid ratio than the increase in population,

I give these latter figures for two purposes, viz., to show (1) that the population of the State is relatively much better served to-day by the provision of railways than has been the case at any time previously, and (2) that money has not been made available to a sufficient extent to enable equipment and appliances to keep pace either with the increase in mileage or the increase in work.

## Water Supplies.

With regard to water supplies, the position in this State, from a railway point of view, is most unsatisfactory. The quality of the water in all districts where the business is heavy is extremely bad for locomotive purposes, and the cost of boiler renewals owing to the corrosive and destructive effect of the only waters available is very great, and involves very heavy expenditure annually in repairs and renewals of boilers, which with better quality water could be very greatly reduced.

I mention these various points as briefly as possible so that you may possibly appreciate some of the difficulties under which we are working, and you may be able at a later stage to obtain sufficient funds to enable the position in respect of the various matters mentioned to be greatly improved.

28. From the letters reprinted above, and the general trend of the evidence we have received, it is evident that considerable pressure is brought to bear upon the Chief Commissioner to reduce estimates year by year in order to enable the Treasurer to produce a balanced State Budget, the inevitable result of State financial stringency. Railway expenditure and revenue looms largely in the Budget, the capital expenditure, as previously noted, accounting for nearly one-half of the total State indebtedness of, roughly, £210,000,000 sterling. From 1914–1924 inclusive the interest charges have increased by £2,570,363 per annum, and it thus becomes a vital consideration in the balancing of the State Budget as a whole. At Q. 369 Mr. Fraser produced a letter bearing upon the 1923–24 estimates, in which it is stated that the estimated revenue expenditure of all Departments of the State exceeded the revenue by fully £1,500,000, and that it would be necessary to reduce them by that amount.

## Waste due to Budgeting methods.

29. Another aspect of this question is the late passing of the Budget by the Legislative Assembly. Although the financial year begins on 1st July, authority for working on the estimated basis is not given, as a rule, until October or November, the result being that in many instances moneys voted cannot be spent between the time of approval and the following June. Until the Budget is passed, Departments are debarred under the Audit Act from spending more month by month than they did on the average during the previous year. Thus, as Mr. Fraser properly said (Q. 375) : “Taken in conjunction with communications of the kind I have just read, it has a deterrent effect in connection with the mapping out of a programme of expenditure during a given year. No one in an administrative position can lay out a programme of expenditure for a whole year unless he knows that the money will be made available to spend, because if you are mapping out a programme for twelve months, you really want to begin to spend on the first day of that twelve months and continue your expenditure fairly consistently throughout the whole period. That is a thing which the Railway Department has never been able to do, either from loan or on the working expenditure side.”

30. Mr. Hutchinson, Chief Engineer for Railway and Tramway Construction, replied in the negative to a question (Q. 1829) as to whether he gave a date for the completion of a new line. Asked why he did not (Q. 1830) he said : “Because you never know what money you are going to get or how long it will take you to complete.” The following questions and answers are also recorded.



Q. 1834.—What expenditure in your particular branch is there authorised within the next four or five years?—That is never known. I do not know to-day what amount of money I am going to get for this financial year which we have just commenced. It is impossible for anyone under the method of voting money to-day to lay down a fixed plan and arrange an organisation extending over, say, a period of two, three, or four years. It is quite impossible, because Governments change. Incoming Governments have different views about lines from other Governments, and the amount of money they vote depends just upon the will of Parliament.

Q. 1844. When it is decided that a new line shall be made in the country, is not a vote taken for your estimate of cost?—No; an Act is passed, but it does not follow at all that the line will be proceeded with at once—they might not even construct the line that is authorised by Act of Parliament. There are lines which have been authorised by Act of Parliament years ago which are not built to-day. Nor do they, when they put an Act of Parliament through, at that time raise the money for building the line. The process which is followed is—after the Act is passed the Minister will say to the Railway Commissioners, "We are going to place a certain sum of money this year on the Estimates, and we wish you to have that line started." That is the way the line is started, and only the particular amount of money is voted for that year.

Q. 1845. Apparently there is a committal by the Government more or less for an expenditure over the next few years of two or three million pounds at least?—To-day there are six lines for which there are Acts of Parliament. Presumably those lines will be built, but no instructions have yet been given to the Commissioners to build any of them. They run into a good deal of money.

Q. 1846. Upon which a good deal of money has been spent in survey?—Yes.

Q. 1847. Then what does it mean to you under the existing organisation; does it mean that when you have a railway half constructed you are suddenly told there is no more money available?—We have lines that we are finishing now that were closed down owing to the fact that there was no money to construct them. That, I think, was largely due to the conditions prevailing in war time. That would be rather abnormal, of course. But what does happen is, say I had a railway 50 miles to build at a cost of £300,000 or £400,000, I might be ordered to commence the construction of that, and on the vote £50,000 might be put down for the first year. That means that you cannot carry out your work in the most expeditious way or the most economical way, and that is one of the difficulties I always contend of carrying out the work by day labour, which is our principle to-day. If the line is let to a contractor the Government has to provide the whole of the money, otherwise the contractor would bring enormous claims if he was blocked, and quite rightly so.

Q. 1848. We have looked through some of the minutes which you have made from time to time at your monthly conferences, and of course we could not help being struck by some of the remarks which you have made. According to these minutes you have said from time to time that you could not economically carry out the work?—That is quite correct.

Q. 1849. And that you could have finished the lines very much earlier?—Yes.

Q. 1850. And have earned money by the railway, which was not possible because you were stopped for the want of money?—Yes.

Q. 1851. Does it mean that when you are stopped in that way you get rid of your staff?—No. If you have a line going on and you are so to speak dribbling through the work your organisation practically has to be the same, because you have to take the time and you have to look after the men, and you have to do everything. You might perhaps have a clerk or two less, but that is all. You have to have the engineers there, and you have to have your organisation. You will not have the number of labourers; of course you only keep the number of labourers on that you can afford to keep on—that you pay for doing the work.

Q. 1852. As far as your administrative staff is concerned, you have to keep them going; your overheads are the same?—Practically the same. You would not have quite such a large staff, but you would have pretty well near it.

Q. 1852A. With regard to your actual operating staff, those men would be got rid of—I mean your navvies?—Yes. I have two lines going on to-day. I got £50,000 last year for one of them and £83,000 for the other. I asked for a great deal more than that. During the last year I have limited the expenditure each month so as to keep within that at the close of the financial year just ended. That was not an economical way of doing it at all. If the Commissioners had been able to get it from the Government and had said to me "You go ahead as fast as you can; we will supply the funds," the lines would have been nearly finished, and economy would have been created in every way.

Q. 1853. So that it amounts to this, that the whole of your plant for the construction of your railway is lying dead, because you cannot construct continuously?—A good deal of it. As regards those two lines I mentioned, of course, I did not send the plant on to the job, because I knew the conditions when I was starting.

Q. 1853A. In your view would not it be more economical to wait until there was a certainty of getting the money and going straight ahead with the work?—My view is that it would pay the Government if they are short of money to say "We shall only begin the number of lines that we can finish, and that our money is capable of letting them go ahead at the fastest rate at which they can be done."

31. In the year 1923-24 it is to be noticed that, in accordance with Ministerial request of February last, the amount spent on electrification of suburban lines and other works was £661,000 less than the sum sanctioned under the Budget.

32. Dr. Bradfield, Chief Engineer for Metropolitan Railway Construction, gave the following evidence:—

Q. 1883. Have you made any progress plan of the construction of the City Railway?—Showing the work from month to month?

Q. 1884. Showing when you are going to finish?—That depends upon when the money is made available.

Q. 1885. Did you make the estimate for the railway?—Yes, originally.

Q. 1886.



Q. 1886. When you made the estimate did not you anticipate a date?—We anticipated being able to finish the work in five years.

Q. 1887. That is to say, your estimate was based on the time it would take you to finish the construction on an economical basis?—Yes.

Q. 1888. I presume that your estimate was more or less an economical one based on time?—Yes.

Q. 1889. I gather from you that you do not anticipate finishing to time?—No. We have not the money available to start on the western side of the City. The money so far available is to go on to St. James's and open up to there.

Q. 1890. Have you up till now been held up for money?—To this extent: We asked for a certain amount of money. This year I asked for about £900,000. I am going to London on Wednesday. I do not know how much has been made available, and probably the office will not know for another two months, and probably the amount asked for will be cut down to about half; and, of course, you cannot prepare any scheme of work until you know what money is available.

Q. 1891. You started your financial year at the beginning of this month, and you will not know until the end of October or November how much money you can spend in the financial year?—That is from the 1st July to 30th June.

Q. 1892. How can you construct economically under such a system as that?—Of course, candidly we cannot. We do the best we can. We do not overload the staff in any shape or form; but I cannot expand the staff if we get more money available than we think will be made available until it is made available.

Q. 1893. It is quite possible that your date of five years may be seven?—It may be ten or twelve by the way it is going, with an estimated cost of  $4\frac{1}{2}$  million, and an expenditure of £360,000 a year.

33. It is abundantly clear that the loss to the State by reliance upon a yearly budget for construction of railways is very serious, how serious that loss is we have not been able to determine with any degree of accuracy. Loss is not limited to actual cost of lines, because delay in completion—due mainly to interrupted construction, in many cases repeated over and over again—involves a postponement of revenue from these new railways and there is, as a consequence, a burden upon the funds of frozen capital which, under business-like management, would have been avoided by rapid and continuous construction. Moreover, waste does not end with completion of the works, because waste of capital is reflected in the Loan Account, upon which interest has to be found by the Railway Commissioners year by year, and we thus have the spectacle of the Consolidated Loan Account being augmented each year by large sums representing not revenue-producing expenditure, but moneys thrown away because budgeting methods will not fit the requirement of a large commercial undertaking.

34. The evidence shows that, even with a Budget passed at the commencement of each financial year, loss would arise, but when the responsible engineers have to wait four months for knowledge of the amount allotted to each line, it becomes even more embarrassing and wasteful. In effect, it means only eight months of the year within which the engineers are safe in spending such moneys as the Budget gives them.

35. The Sydney Chamber of Commerce sent us the following expression of opinion:—

"(a) They consider the management of the New South Wales railways, as at present constituted, does not give the Commissioners the effective control of the railways which they should have. It is considered desirable that the State debt, incurred on behalf of the railways and the development of same, should be allocated as the capital of the railways, and separate stock—guaranteed by the State—issued for same. All future moneys raised for railway purposes should be by railway bonds guaranteed by the State.

"(b) That the Railway Commissioners publish a balance-sheet in the ordinary way as any trading concern, in fact, that the whole accounts of the railways be prepared and conducted on similar lines to those used by railway companies in other parts of the world.

"(c) That the Railway Commissioners, when the conditions described in (a) and (b) have been brought about, should provide primarily for a return on capital so as to cover the interest chargeable on the bonds which have been issued on behalf of the railways, and at the same time provide money for replacement and depreciation, and, to a certain extent, future extensions and improvements."

36. The Mayor of Newcastle, and General Paton, representing the Newcastle Chamber of Commerce, advocated the control of finance by the Commissioners.

#### Loss upon Developmental Lines.

37. The loss upon the working of developmental country lines has been the subject of a good deal of evidence, the equity of relieving the Railway Commissioners from any loss upon these lines, including interest on capital outlay, being stressed by representatives of various associations. It was urged that the country as a whole benefited by these railways and that, therefore, the loss should be borne nationally and not put upon that portion of the community who pay rates and fares. Sir Mark Sheldon (President of the Sydney Chamber of Commerce) said that the Government



Government should not have the right to order the Commissioners to build a developmental line unless they were prepared to guarantee the Commissioners against loss. Mr. Thorby (President of the Farmers and Settlers' Association) contended that Consolidated Revenue should stand the loss on such lines, and that some of the increased income accruing to the Lands and Forestry Departments should be credited to the Railway. Mr. Kidd (Vice-Chairman, Producers' Association Central Council) (Q. 3003) instanced the Wyalong and Lake Cargellico line where the Lands Department reaped a gain of £13,000 per annum by the presence of the railway, and the Railway Commissioners showed a loss of £8,000 upon the working of the branch line. He further pointed out that increased production meant increase in taxation paid through Income Tax Commissioners. He advocated an arrangement similar to that in Victoria, where railways are relieved of some portion of loss upon non-paying lines. He would not say that the making of any of the New South Wales lines was unnecessary, but the cost during a certain developmental period was, in his opinion, "out of place in the railway profit and loss account." Mr. Binnie (President of the Stockowners' Association) stated (Q. 3113) that:—

"The Dubbo to Werris Creek line has been urgently needed for the last thirty years by the stockowners as a stock-saving line in drought time. That line took ten years to build—about 156 miles of it easy country. The live stock lost during the last twenty years that this line would have saved would have paid for this line several times over. I have seen the wastage on this line which I think might amount to 50 per cent. of the cost; and our fares and freights must be calculated on it. The earthwork done has frittered away or been blown away; the effort has been desultory and scattered and without any co-ordination. I believe that material for the Werris Creek end of this line was taken away to another line, and I have heard that this has been done on every line in the course of construction; and material has been sent to jobs without relation to the different quantities balancing one another, *e.g.*, rails with shortage of sleepers or of fish-plates or of bolts. The patchwork system of construction is a heavy strain on the taxpayer—the capital outlay for years being without use of earning power. I should like to quote briefly from *Hansard* of November last, at page 2113—it is on the Dorrigo railway, referring to the repair of damages on unfinished lines: 'On the Dorrigo railway it has amounted to £150,000. What expenditure was incurred in connection with the repair of damages I do not know, but it can safely be said that the wastage on this line amounts to anything up to £300,000, the greater part of which is directly chargeable to damages, most of which would have been avoided had the line been pushed through as other lines have been. The cost of repairing damages, wiping off depreciation, and meeting interest, is nearly as much to-day as the estimated cost of the line.'"

38. The Commissioners' report for 1923-24 gives £1,207,824 as the loss, including interest, upon certain lines, but no credit is given in arriving at that figure for earnings upon main lines from interchanged traffic. Of these lines, 2,026 miles have been opened for traffic during the past ten years, and upon them the capital is given as £16,645,839, and the loss in 1924 £592,324. It is obvious that these figures do not represent the value to the State of the penetration of the interior by new lines, inasmuch as the augmented value of Crown lands and forests, and the increased taxable income, not only adjacent to such new lines, but generally throughout the State, is absent from the Commissioners' accounts. We are of opinion that some share of these revenues should inure to railways opened within a period of ten years. We have given consideration to the possibility of levying a rate upon lands benefited by new railways. On the face of it such a tax can be justified, but, as pointed out by the Valuer-General (Q. 3958) the difficulties of collection upon an equitable basis have rendered previous attempts in this direction impracticable. We have, therefore, fallen back upon a direct contribution from Consolidated Revenue. The simplest method of arriving at what the sum should be is by taking the actual loss and reducing it by a percentage representing the value of interchanged traffic with other portions of the railway system. We put this at  $33\frac{1}{3}$  per cent., which, on the figures before us, would leave the amount to be borne by Consolidated Revenue in 1923-24 at £394,882. In Victoria, we understand, the percentage paid the Railway Commissioners under a similar system of relief is 60 per cent.

39. The effect these non-paying lines have upon the financial results of railway working in New South Wales is clearly brought out in the following statement. If credit had been allowed the Department for full loss on non-paying lines, there would have been a surplus each year since 1914 inclusive, instead of a deficit in all but 1914, 1923, and 1924. The financial results over the period would have been an accrued surplus of £6,866,410 instead of an accrued deficit of £1,410,106. Even on the Victorian basis, a deficit—quite an insignificant one—would have resulted only in 1917 and 1921, and the net results would then have been an accrued surplus of £3,555,804 instead of an accrued deficit of £1,410,106.

RESULTS



## xxi

RESULTS of working for the years ended 30th June, 1914 to 1924, allowing (a) full credit for losses on non-paying lines, and (b) credit for 60 per cent. of losses on non-paying lines.

Year ended 30th June.	Actual Result.		Result if credit had been allowed Railway Department for full loss on non-paying lines.		Result if credit has been allowed Railway Department for 60 per cent. of loss on non-paying lines.	
	Surplus.	Deficit.	Surplus.	Deficit.	Surplus.	Deficit.
	£	£	£	£	£	£
1914 ...	209,367	.....	664,205	.....	482,270	.....
1915 ...	.....	23,331	506,029	.....	294,285	.....
1916 ...	.....	223,749	270,553	.....	72,832	.....
1917 ...	.....	394,064	251,873	.....	.....	6,502
1918 ...	.....	28,916	633,319	.....	368,425	.....
1919 ...	.....	211,817	460,640	.....	191,657	.....
1920 ...	.....	129,125	596,819	.....	306,441	.....
1921 ...	.....	577,032	298,757	.....	.....	51,558
1922 ...	.....	121,164	884,298	.....	482,113	.....
1923 ...	84,056	.....	1,190,937	.....	748,185	.....
1924 ...	5,669	.....	1,108,980	.....	667,656	.....
Totals ...	299,092	1,709,198	6,866,410	.....	3,613,864	58,060

### Absence of Reserves.

40. The absence of any reserve for the renewal of line and rolling-stock, already referred to, has been provided for in part by charging such renewals as have been carried out to working expenses. Particulars of these we deal with under the heads of rolling-stock and engineering expenditure. That there should be a renewal fund to provide for obsolescence as well as wasting assets and so keep the charges on a level basis, year by year, is undoubted. The accounts, as they stand, do not disclose the actual position, inasmuch as wasted assets are not represented by cash to meet original capital values. This was pointed out to the Railway Commissioners by Mr. Webster Watts in 1921, and that gentleman, in his evidence (Q. 135), stated:—

It is very necessary to equalise the charge for renewals, and it seems to me the only way to do it is to form a reserve fund. What I was, and am still, afraid of is that if there were stringent times, the Government might use the fund so created. If it were definitely under the control of the Commissioners, there would be no such possibility.

He said further (Q. 145):—

In my opinion, the problem of reserve for renewals can only be satisfactorily dealt with if such fund is absolutely under the control of the Commissioners.

Q. 146. That means that the whole of the finance would be under the control of the Commissioners? A. I should think so, or they would arrange their loans, and it might be said that they would save interest, though I do not know that.

Q. 147. If they had an adequate reserve there would be no more difficulty in their raising money than there is in the case of independent railway companies? A. That is so.

Q. 148. We should be glad to hear from you how you think it should be done? A. Provided the reserve should be under the control of the Commissioners, I think the wasting assets should be divided into groups, and an estimate made of the utility lives of the assets comprising such groups. Having obtained this table it would be a matter of calculation to find out the amount which would be properly allocable against profits. This amount would approximate a certain percentage of the total assets, and this percentage would be taken as a basis for the following year.

Q. 149. By the percentage of total assets, you mean the capital cost? A. Yes. It would be necessary to revise this percentage from year to year, as the totals comprising the respective groups would naturally vary. Apart from this there is the question of obsolescence and supersession, and I think in addition to the depreciation reserve, adequate provision should be made for the replacement and renewal of assets which may become obsolete or may be superseded before the expiry of the expected utility lives of such assets. As what should be considered an adequate reserve in this regard will be difficult to determine.

Mr. Coghlan, the Auditor-General (Q. 116A) agreed that, from his experience of the accounts generally, a reserve would be a decided advantage. Mr. Fraser also concurred.

41. In the seven years prior to the war a total surplus, after paying interest charges, of upwards of 3 millions sterling was paid into Consolidated Revenue. Had this amount been placed to reserve for renewal of rolling-stock and line which was deteriorating day by day, a very different state of affairs would have appeared at the present date.



42. Assuming that reserves upon the lines indicated elsewhere had been in operation in 1923 and 1924 the net revenue figures for those years, after giving credit for such renewals as were carried out, and capital items charged to revenue, would have been, respectively, £3,619,675 in 1923 and £3,841,749 in 1924 instead of £1,571,359 in 1923 and £4,699,036 in 1924.

43. To make up for past deficiency in reserve is more than the railway account can bear, and it should be noted that our recommendation under this head, whilst preventing a further slipping back, will not provide for the past which must be made good out of revenue as and when renewal arises.

#### Financial Situation of the Future.

44. In order to form an idea of the probable financial situation in the near future we have obtained estimates of the requirements, in terms of money, of lines and works under construction, as well as those to which the Government is committed, and also the capital expenditure necessary to carry out works such as suburban electrification, which is a corollary to the City Railway, and also rolling-stock and new workshops at Chullora, &c. The total figures given us, including past expenditure on existing lines, are as follow:—

(1) Expenditure on existing lines and works to 30th June, 1924	£93,355,167
(2) Expenditure to 30th June, 1924, on lines not yet completed	5,496,190
(3) Further estimated expenditure on the City Railway	5,800,000
(4) Estimated expenditure on new lines already sanctioned and those not yet approved	6,200,000
(5) Estimated expenditure on additions to existing lines, new rolling-stock, electrification of suburban railways, new workshops at Chullora, &c.	23,000,000
	<u>£133,851,357</u>

45. The present financial position of the railways, as disclosed by the figures, coupled with the evidence upon which we have commented in reference to absence of reserves, and waste upon constructional works, together with the effect of budgeting methods upon the management generally, is not satisfactory. It is less satisfactory from a prospective point of view. The trail of ineffective and hampering finance is in evidence throughout the railway administration. That a drastic change of method is imperative needs no elaboration.

46. New South Wales is not singular in respect of its present methods of financing State railways. We have already said it follows the principles of British Parliamentary budgeting. It is beyond doubt that when the principle of yearly State Budgets was established it was intended to apply to national establishments of army and navy, education, sanitation, and such like. It was certainly not devised to meet the needs of a commercial undertaking. It might with difficulty be made to suffice in the case of a comparatively small concern, but it, by no means, covers the financial requirements of a large railway system. Experience in India and other parts of the British Empire where there are Government-owned railways has proved that, whilst the control by means of a yearly Budget may be necessary and desirable in relation to ordinary departments of State, it does not and cannot permit of a great commercial institution being financed economically, nor enable it to render that service to the community of which it would otherwise be capable. Finance from year to year as part of a consolidated State Budget has been found altogether inadequate to meet the demands of a transport organization which needs, above all things, elasticity in dealing with money problems as and when they arise. The rigid Budget of a State has failed when applied to an organization whose functions include not only the transport of people and things from place to place, but is a building and manufacturing business of large proportions, as well as a buying and selling agency on no mean scale. Everybody in the State, either as a traveller or as a dependent upon essential supplies, is interested in its effective services. Any failure inflicts loss or discomfort upon the whole body politic.

47. Where the people own the railways, there must obviously be public control up to a point, and there will always be Parliamentary criticism of an essential



essential public service, whether State or privately owned, but there appears to be no adequate reason why ordinary business principles should be lacking in either case, more especially under State ownership, where the absence of such principles is, in a measure, responsible for the criticism which arises in the Legislative Assembly. If it is to be held that constitutional necessity blocks the way and cannot be overcome, then it fully justifies the belief of many people in Australia and elsewhere, that a Government cannot successfully manage an industrial undertaking. The form and ceremony of a yearly State Budget have no virtue if they stand in the way of efficient and economical working and management of transport, and the consideration, therefore, of some other form of control becomes necessary.

48. The railway system of New South Wales is a great and valuable asset, whether measured as a revenue-producing machine, or as the principal agency in the rapid development of the country. Despite certain deficiencies, to which we call attention, it reflects credit upon those who have been responsible for its management. It is capable, under good administration, of producing large net revenues and of providing cheap, speedy, and adequate transport throughout the State. On the other hand, in the absence of the immediately necessary and far-seeing system of finance, it may easily become ineffective as a developmental agency, as well as a serious burden upon the State.

#### Control of finances by the Commissioners.

49. We are unable to suggest a satisfactory solution of the disabilities suffered by the Railway Commissioners, apart from taking finance out of Treasury hands and the giving to the Commissioners control of their own funds. This means the elimination of, roughly £110,000,000 (including Tramways) from Consolidated Revenue Account, and the setting up of a separate Finance Department under the Commissioners, who will be responsible for the renewal of loans as they become due and the raising of any future capital required for extensions and equipment of line, rolling-stock or works.

50. Adopting the figures at June, 1924, as supplied to us (para. 44), the Commissioners, under such a scheme, would find themselves with, roughly, £100,000,000 on railway account represented by terminable loans guaranteed by the State, the renewal of which would lie with them. This amount includes expenditure upon lines partly constructed. They would also, under their forecast of future requirements, need, within the next seven years, to seek further capital of not less than £35,000,000. This is a large sum. The major portion of it cannot, and ought not to be postponed, because it follows upon expenditure already incurred in respect of the City Railway, the electrification of suburban lines, construction of Chullora workshops and other smaller commitments. We deal with Tramway expenditure elsewhere. Estimates of the various works making up the total further expenditure are as under :—

#### RAILWAYS.

##### Existing Lines :—

Rolling-stock :			
Engines	...	...	£3,000,000
Carriages	...	...	£2,400,000
Wagons	...	...	£800,000
			£6,200,000
Additions to existing lines, including such works as provision of new workshops, locomotive depôts, increased accommodation at terminals and other stations throughout the system, &c.			
	...	...	£3,800,000
Electrification of Railway lines (existing suburban) and including additions to Power-houses			
	...	...	£10,000,000
Duplication of Main Lines, including completion of works on the Northern and Western Main lines and additional tracks on the Main Suburban, Illawarra, and Milson's Point lines...			
	...	...	£3,000,000
			£23,000,000
			Railway



**Railway Construction :—**

City Railway (now in progress) ... ..	£5,800,000	
New country lines already sanctioned and others not yet approved ... ..	£6,200,000	
		£12,000,000
		£35,000,000

51. Included in this estimate, it will be noted, is £6,200,000 for lines already sanctioned and others not yet approved, and also £3,800,000 for additions to stations, accommodation, &c., a portion of which may possibly be postponed for some time, but even after making some allowance for this we think that the cost of works which may reasonably be expected to be provided during the coming seven years, together with new rolling-stock, can be put down as not less than £35,000,000, or at the average rate of £5,000,000 per annum. In our view this is the limit that should be aimed at. It is possible that, with the electrification of the lines, many proposed items of expenditure will, in consequence of increased facilities, be found to be unnecessary, or, if desirable, not absolutely essential. Turning to the revenue side of the account—taking 1923-24 figures as a basis—the position, after adjustment by debiting reserves for renewals, and crediting a percentage of the loss upon unremunerative lines opened during the past ten years, as well as capital expenditure charged to revenue, shows the 1923-24 net revenue to have been £4,236,631.

52. At the end of seven years interest charges upon the above sum of £35,000,000 at 6 per cent. would be £2,100,000, but it is reasonable to expect that, although the rate at which money can be obtained here is now about 6 per cent., such a high rate will not continue throughout the period, and it should be put at a lower total figure. Even if it does so remain, past records show an increase of net revenue in seven years, from 1918 to 1924, of £2,234,361; but for reduced rates and fares in the latter year to the extent of £481,000, it would have been £2,715,361, whilst reduction of working expenses—unless any disturbing influence supervenes—should, upon the carrying into effect of our report under each head, more than make up for any difference due to the provision of reserves.

53. It would be idle for us, with the very limited knowledge we have of the State's productive and commercial probabilities, to venture upon a forecast of future revenue based upon observations of our own, but past records, even with war troubles intervening, show remarkable progress, and, given a like prosperity in the next decade, the expenditure proposed by the Railway Commissioners should prove remunerative. It may be that the City Railway and electrification of suburban lines will not overtake interest charges for two or three years from the date of opening for traffic, but that the greatly improved facilities, which are so urgently needed, will eventually repay, we have little doubt. The desideratum, above all things, is to complete them so that their full use may synchronise with the opening of the Harbour bridge.

54. There is no sign of a backward tendency in the prosperity of New South Wales. On the contrary, revenue estimates of the Chief Commissioner for the current year are for an increase over last year of £1,000,000 in gross receipts upon the railways as a minimum. New South Wales is straining at the leash for increased and improved transport. It can be relieved by statesmanlike provision to meet present needs and the probabilities of the future.

**Raising of Capital.**

55. It would be unwise to recommend any hard and fast rule by which further capital should be raised by the Railway Commissioners. That must depend upon money market conditions from time to time, but the obvious possibility must be considered of competition between Treasury requirements for the general purposes of the State and appeals by the Railway Commissioners to the money market for funds. It would be desirable that future capital for railways should differ from ordinary State loans and new sources should be explored by the Commissioners independent of the Treasury. It might take one of several forms to be decided upon as the necessity for issue arises. We consider that probably a loan with a sinking fund covering, say, thirty years, either by repayment at the end of



of that time or by drawings every five years, would, at the present time, appeal to a considerable class of investors, especially as the moneys would be applied to expenditure upon reproductive works. In such a case, it might be a railway issue as a first charge on net revenue without Government guarantee. The Government would be guarantors of all loans behind it.

#### Yearly Balance-sheet recommended.

56. In making these recommendations, we couple therewith a continuance of the present liability of the State to meet interest during construction upon new lines. We do not suggest that the promulgation of rates, fares and charges by by-law sanctioned by the Government should be altered. We consider that if at any time the Government arbitrarily fixes rates or charges that are not reasonably justifiable, then upon a certificate of the Auditor-General any loss be recouped the Commissioners by the Treasury.

57. We advocate the submission of quarterly and yearly reports to the Legislative Assembly in accordance with past practice, together with a yearly balance-sheet showing capital, revenue, and net revenue, followed by departmental accounts in the usual company form, and a forecast of the capital commitments for the following year. This should bear the signatures of the Chief Commissioner and the Chief Accountant, and be certified by the Auditor-General.

58. We recommend that the railways be so worked and managed that the gross receipts shall not be more than sufficient to cover working expenses, reserves, and the interest on capital—including sinking funds—that in the event of a surplus it be devoted to reduction of rates and fares. If on the other hand a loss appears, that rates and fares be increased to cover the deficit.

#### Question of Transfer to Private Management.

59. Two representatives of important interests mentioned the question of transferring the railways to private management. We have no evidence that public policy which decreed that railways in New South Wales should be State-owned and managed is likely to change, but if at any time such should be the case a scheme somewhat similar to that shown hereunder could probably be carried out:—

#### SCHEME IN BROAD OUTLINE.

1. The net earnings of the railways to be capitalised at twenty-five years' purchase.
2. The amount thus arrived at to be treated as Government capital in the undertaking.
3. A company to be formed to work the line, this company to raise additional capital on the security of the line without any guarantee from the Government.
4. The net earnings of the line after the formation of the company to be divided between the Government and the company in proportion to the capital of each.

As an illustration it may be assumed that, before the formation of the company, the net earnings are £5,000,000 per annum. The assumed Government capital would be:—

£5,000,000 x 25 ... ..	=	£125,000,000
Capital raised by company, say...	...	£20,000,000
		<hr/>
		£145,000,000

After additional capital invested by the company, the net earnings to be divided in the proportions of:—

$\frac{125}{145}$  to the Government,  
and  
 $\frac{20}{145}$  to the company.

60. With net earnings of £7,250,000, the rate of interest on the assumed Government capital and on the company's capital being always the same, the division of earnings would be as follows :—

Government share.	Company's share.
£6,250,000	£1,000,000
(5% on £125,000,000).	(5% on £20,000,000).

Such a scheme would enable the Government gradually to relieve itself of the responsibility of either providing or guaranteeing capital.

61. It must be understood that we are not recommending this, because, in addition to other reasons, we are of the opinion that, provided our recommendations are carried into effect, the value of the railway property in a few years will be such as amply to repay the State for bearing the burden during the lean years, when the system was being built up.



### III.—ORGANISATION.

62. From their inception the railways of New South Wales have been controlled and managed under what is generally known as the departmental scheme of organisation, centred in Sydney. That it proved efficient while the railways were within easy reach and traffic was comparatively light is evidenced by past records. To-day, however, the line extends from Queensland to the Victorian border, a distance of 900 miles. Upon the completion of the Broken Hill connection, moreover, there will be nearly 700 miles of line between Broken Hill and Sydney, while from the latter place to other terminals in the north, south, and west are distances of 400 to upwards of 500 miles. Altogether the system comprises over 5,500 route miles of railway and serves an area having many variations of climate, with pronounced differences in regard to local conditions, products, possibilities, and transport requirements. A chart showing the present scheme of organisation is given on the following page.

#### Monthly Conferences.

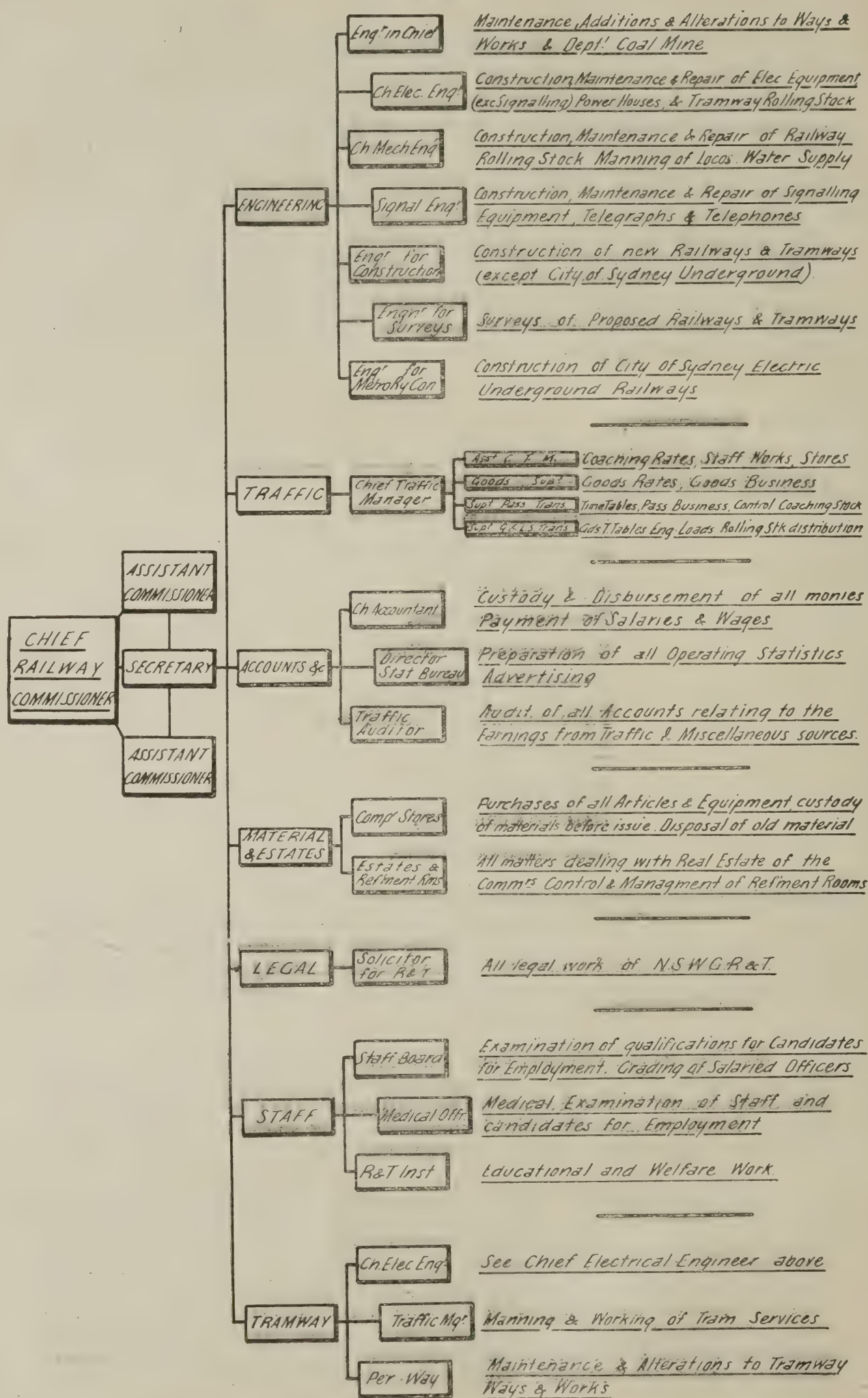
63. The control of departments as at present exercised is mainly by means of monthly conferences, eleven in number, viz. :—

Permanent Way Committee,  
Locomotive and Stores Committee,  
Traffic Committee,  
Tramway Committee,  
Construction Committee,  
Finance Committee,  
Ticket and Fares Committee,  
Medical Committee,  
Staff Committee,  
Institute Committee,  
Ambulance Committee.

In addition there are departmental committees of traffic officers, locomotive officers, permanent way officers, construction officers, and the metropolitan railway construction conference. In order that the various departmental activities may readily be grasped, it is the practice to submit to the monthly committees and to the Board meeting information set out in graphical form. Approximately 400 graphs are prepared monthly for these meetings.

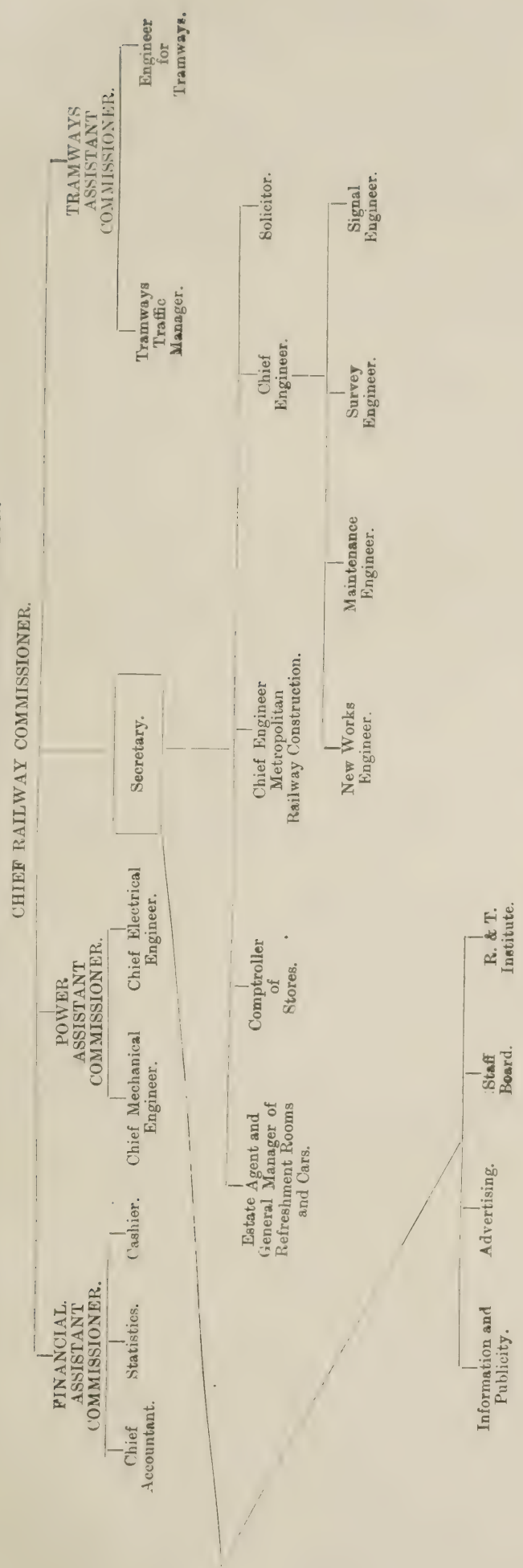
64. The aim and object of these conferences and committees are to ensure that every matter of importance is brought under review monthly and to enable the Chief Commissioner to exercise personal supervision over the work of his departmental officers. In the words of the Chief Commissioner "the spirit of the organisation is that personal supervision is exercised throughout."

65. Where important works are in progress or large expenditures proposed, frequent visits are necessary, and apart from day to day distractions, urban and suburban problems press for solution, inter-State communications demand time and thought, while the growth of mechanical and electrical manufacture in railway workshops has followed increased mileage and increasing traffic density. Thus, however much time and energy a Chief Commissioner may be able to devote to the co-ordination of organisation as a whole, the calls upon him in a variety of other directions are such as to render it impossible for a single mind to keep the personnel in step or meet to the full public demands from distant centres.

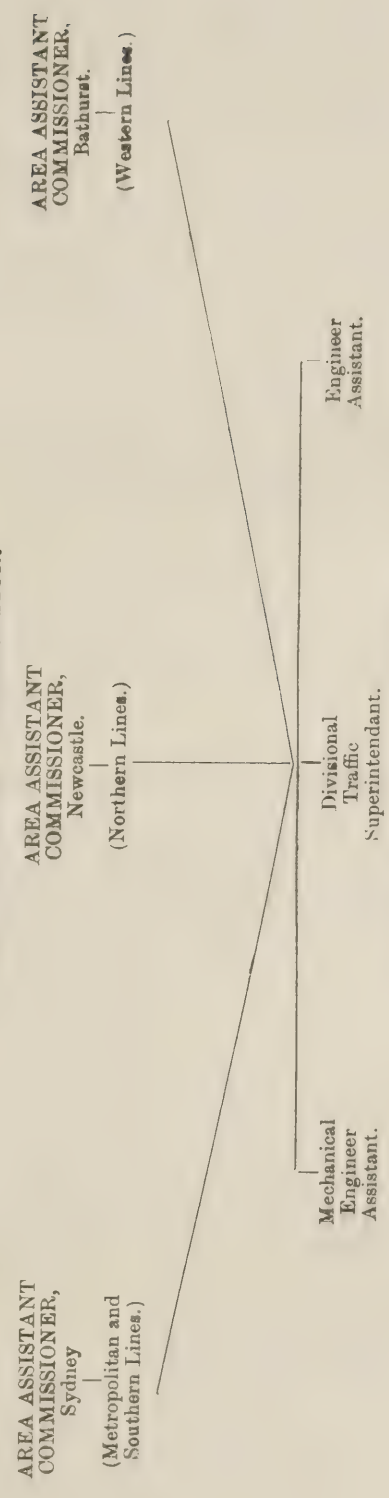




PROPOSED HEAD-QUARTERS ADMINISTRATION.



PROPOSED AREA ORGANISATION.



Suggested Scheme of Reorganisation.

### Defects of Centralisation.

66. Centralisation leads distant officers to lean too much upon the central organisation thus divorcing them from the responsibility which is theirs, and for which they are appointed and paid. They are not afforded that opportunity for the display of initiative and diligence so important to a "live man." Centralised management fosters the division of responsibility and control of train movement and of commercial effort, and it results in the frequent calling to head-quarters of distant officials to discuss questions of failure or complaint which could far better be dealt with locally. The loss of many days per annum of valuable time and the absence of these officials from their districts are points of importance in this connection.

67. Examination of Board and Conference Minutes, together with evidence submitted to us, shows that centralisation with its attendant circumlocation no longer enables the Commissioners to manage the various interests committed to their charge as effectively as would be the case under a system of decentralisation. We are, therefore, of opinion—and Messrs. Fraser and Fox concur in our view—that the time has come for New South Wales to follow other countries where extensive systems of railways under a single management are subdivided in respect of operation and maintenance, thus leaving the supreme head of the administration free to devote his attention to matters of broad policy, planning of developments and general control, and allocating responsibility on the transportation side to competent area officers and on the technical side to system officers stationed at head-quarters.

68. That the defects of centralisation have not escaped the notice of members of the public who are acquainted with railways abroad is shown by evidence tendered on behalf of the Producers' Association Central Council, the Mayor of Newcastle, and the Sydney and Newcastle Chambers of Commerce.

### Composition of Railway Commission.

69. Dealing first with the composition of the Commission we consider that, having regard to all the circumstances surrounding transportation in New South Wales, there should be:—

1. A Chief Railway Commissioner,
2. A Financial Assistant Commissioner,
3. A Power Assistant Commissioner,
4. A Tramway Assistant Commissioner,

and that there should also be appointed three Area Commissioners, responsible to the Chief Commissioner, and acting under regulations and instructions applicable to the system as a whole, for operation, commercial matters and maintenance within their respective areas, the keynote being centralisation of principles with decentralisation of details, thus making for greater economy, more effective working, and improved relations with freighters and the public.

### Area Management.

70. We suggest that one Area Assistant Commissioner with offices at Sydney should take charge of the metropolitan and southern area, as shown on the map. This area comprises approximately 1,616 miles and has a traffic density of 96,575 tons per mile per day on passenger, goods, and departmental trains. The time-tables and the distribution of rolling-stock throughout the system should be co-ordinated through the Assistant Commissioner of the metropolitan and southern area.

71. A second Area Assistant Commissioner, with offices at Newcastle, to take the area from Hornsby northward as shown on the diagram. This area comprises approximately 1,741 miles, and has a traffic density of 73,195.

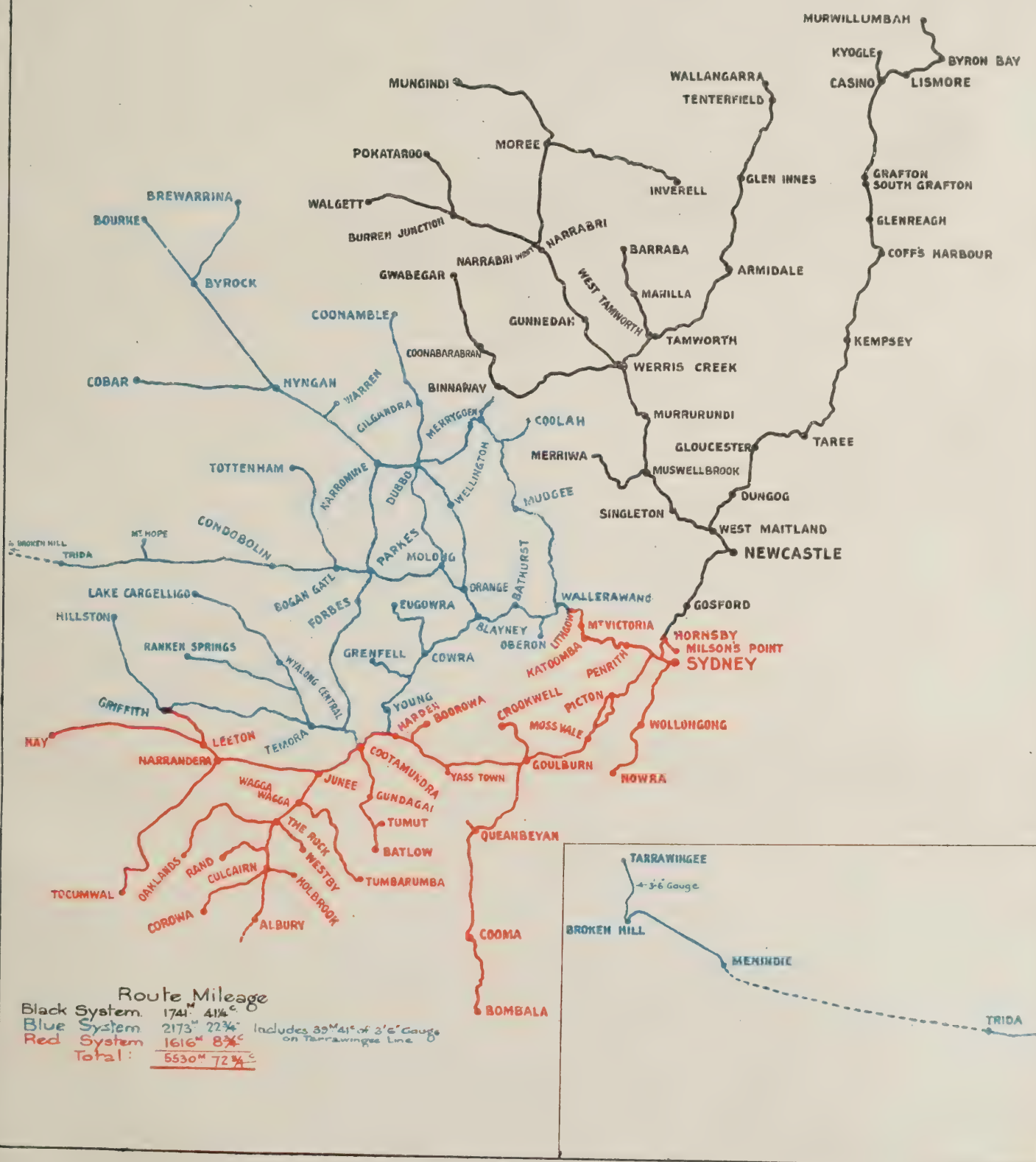
72. A third Area Assistant Commissioner with offices at Bathurst to take the lines from Lithgow westward as shown in the diagram. This area covers approximately 2,173 miles and has a traffic density of 29,090.

The



# NEW SOUTH WALES RAILWAYS

0 10 20 30 40 50 60 70 80 90  
Scale of Miles



Area Scheme of Management recommended.

Black—Northern Lines. Blue—Western Lines. Red—Metropolitan and Southern Lines.

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### The Chief Commissioner and the Financial, Power and Tramway Assistants.

73. The Chief Commissioner to have responsibility to the Government for carrying into effect the provisions of the Railways Acts, and his decision upon all matters coming within those Acts should be final in all respects.

74. The Financial Assistant Commissioner, being specially qualified in financial and accountancy matters, to have general supervision of the banking, accountancy, audit, and statistical offices. We advocate an enlargement of the Chief Accountant's responsibilities. The Chief Accountant should be Chief Accountant in fact and not merely in name, and should have included in his department all the Branch Accountants, the present working arrangements between the head of each branch and the appropriate section of the Accountant's Department being maintained.

75. The Power Assistant Commissioner should control all establishments connected with the production of power, whether steam, electric, or otherwise, workshops, line installations, and the coal-mine. The changed and changing character of modern power appliances, coupled with the recommendations we make elsewhere, invest this appointment with special significance, and we attach great importance to it in view of the bearing that an experienced and wise decision will have on the traction problems in sight.

76. The Tramway Assistant Commissioner to control the tramways, electric and steam.

### Chief Officers at Head-quarters.

77. The Chief Officers at head-quarters would be as follow :—

- (1) A Secretary, under whom should be the Information and Publicity Officers, together with Advertising and Institute matters ;
- (2) A Solicitor to deal with the whole of the legal work of the Department ;
- (3) A Chief Engineer who, with the necessary assistance, would supervise the survey and construction of new lines and works (the City Railway excepted), and the maintenance and renewal of existing lines, including signalling ;
- (4) A Chief Engineer for Metropolitan Railway Construction, his duties remaining as at present ;
- (5) A Chief Mechanical Engineer, responsible for the design, maintenance, and renewal of rolling-stock, the management of locomotive workshops and plant, and the supervision of running sheds ;
- (6) A Chief Electrical Engineer in charge of power-houses, electrical workshops, the design and equipment of electrical appliances and plant ;
- (7) A Chief Accountant, responsible, with proper assistants, for all accountancy and audit work ;
- (8) A Cashier to deal with all cash receipts and payment of wages ;
- (9) A Comptroller of Stores, responsible for the purchase—under the instructions of the Commissioners—of all stores, and the custody and distribution thereof ;
- (10) An Estate Agent and Manager of Railway Refreshment Rooms and Cars.

78. The staff of each Area Commissioner would comprise an Engineer Assistant, selected by the Chief Engineer, a Mechanical Assistant, selected by the Chief Mechanical Engineer, and a Traffic Superintendent (Operating and Commercial). The Engineer and Mechanical Assistants to report monthly through their Area Commissioner to the Chief Engineer and Chief Mechanical Engineer respectively upon work performed, the state of works and machinery under their charge, and take instructions thereon. In addition to this the responsibility of the Chief Engineers, civil and mechanical, to be exercised by frequent inspection by themselves or their principal assistants.

79. The Area Assistant Commissioners, given a wide discretion with encouragement to develop the areas under their charge, and being clothed with the necessary authority to deal with problems as they arise or seek advice when in doubt, would relieve head-quarters from a mass of detail and correspondence.

Being



Being in direct contact with freighters and the people in general, they would be enabled to familiarize themselves with the conditions, ideas, and needs of each town and district, and obviate formal communications and orders from the Chief Commissioner. They should make management personal, as distinguished from distant management, which tends to appear impersonal. Many of the local grievances to which our attention has been directed could promptly be dealt with, or would probably never arise, under the more direct and authoritative supervision of the Area Assistant Commissioners. We suggest that formal conferences at head-quarters should not be held more often than once in three months. Monthly conferences, apart from taking officers from their daily duties, consume much time and thought in the preparation of details, and often develop into a series of inquests, with resultant irritation to the staff, who had far better be employed in studying future requirements rather than in bemoaning the past.

80. The District Superintendents would continue as at present, with such geographical adjustment as may be necessary within their districts. We refer elsewhere to their particular duties. Whilst the Area Commissioners require a competent head-quarters' staff, it is considered that there need be little, if any, increase in the total personnel, having regard to the release from the present central organization of a number of able officers available to fill positions in the areas. It is notable that when a somewhat similar form of decentralisation was introduced upon the South African Railways a reduction was effected in the number of officers.

#### **Selection and Appointment of Commissioners.**

81. With regard to the selection and appointment of Commissioners, the desideratum is to secure harmony and team work in its fullest sense at head-quarters. If that is attained its influence for good will be felt from the top to the bottom of the Railway Service. Its absence means the reverse. Viewing the making of the appointment, not as a function of Government in the ordinary sense, but as the selection of a general manager to run a business undertaking, we are convinced that the appointment of a Chief Commissioner by the Government should begin and end at that appointment. It should be left to the Chief Commissioner to select his own assistants.

82. We do not overlook the fact that this places all appointments in the hands of one man, but his is the responsibility and upon him would fall the result of failure. Moreover, his share of the work and his personal comfort are so involved in the choice of competent and tactful assistants that he is not likely to be influenced by any motive other than that of securing the very best man for each position. This suggestion follows practice in Canada and elsewhere, and none can say that the outcome has been anything but satisfactory. If politics enter into appointments of this character, apart from other obviously objectionable features, it leaves a loophole for blame being distributed over several heads in the case of failure, and thus becomes detrimental to the entire undertaking.

83. As a general proposition we may say—Governments come and Governments go, policies change and are reversed according to the political hue of the Ministry of the day, but the transport needs of a State are constant, they are vital factors in the everyday life of all the people and should not be made in any way the shuttlecock of politics. They should be free from influence of either party, and when once a Chief Commissioner is appointed he should be trusted to carry on his duties to the best of his ability in his own way, subject solely to the limitation of his powers in regard to rates and fares, staff, and other matters of defined State policy.

84. We do not think that the practice of making appointments for a definite term of years is calculated in the long run to produce the best results. A Chief Commissioner should have a vision and an aim beyond seven years. There is a risk of a good showing being made at the end of such a period without due regard for the future of the business. As an alternative to the present system, we suggest that the appointments should be without limitation as to time, and that the Commissioners should be deprived of office only on proof of misbehaviour or incompetence. In the latter event compensation should be given on the basis of five years' full salary. As justification for giving such compensation, we regard the



the Government as responsible for an incompetent Chief Commissioner, and the latter as responsible for incompetence in his assistants. It is not the fault of the man; it is his misfortune if he proves incompetent for the post he has been selected to fill. It may be said that he should pay the penalty of failure to fill the position satisfactorily, but such a man is not circumstanced as an artisan or labourer. He cannot walk into the next street and get a job. Failure to a Commissioner of Railways means ruin. There are no similar positions open to him, and the railway undertaking should pay for the mistake made in his appointment.

#### Salaries of Commissioners.

85. It may not be within our province, but we venture to offer some remarks upon the question of salaries. Hitherto the rates fixed by Parliament as remuneration to the Commissioners have been altogether out of proportion to that given in other countries for positions of similar responsibility. Apart from the Commissioners' salaries as such being upon a low scale they have an effect upon the pay of the principal technical officers who cannot obtain even as much as an Assistant Commissioner, although the pay of the latter is below the figures easily secured in industries outside the railway by engineers of known capability and experience. In recent years there has been a general recognition of the fact that the difference in value between a first-class man and a mediocrity as head of a large industrial undertaking or section thereof is not to be measured by a few thousand pounds per annum. Furthermore, in the past few years there has been a general rise throughout the world in salaries as well as in wages. This is a question of securing and keeping the best men it is possible to obtain in Australia, and, reviewing it in the light of official salaries in this part of the world, we think that, as a minimum, they should be, as to the:—

Chief Railway Commissioner...	...	...	£5,000 per annum.
The Financial Assistant	...	...	£4,000 " "
The Power Assistant	...	...	£4,000 " "
The Tramway Assistant	...	...	£3,000 " "
Each of the Area Assistant Commissioners	...	...	£2,500 " "

86. The carrying into effect of the various recommendations we make in this section of our report will, we have every reason to believe, achieve the best results with the least expenditure of time and money.



## IV.—MANAGEMENT.

## (a) PERMANENT WAY AND WORKS.

**Mileage.**

87. The route mileage of line for the maintenance of which the Chief Engineer for Existing Lines is responsible, totalled, at June of this year, 5,523, with a track mileage of 6,261, consisting of 4,876 single, 1,197 double, 28 triple, 155 quadruple, and 5 quintuple tracks. The total track mileage, average single track, including sidings, maintained for the year 30th June, 1924, was 7,316 miles.

**Grades and Curves.**

88. The striking features of the line are sharp curves and steep gradients. The main route from Sydney southwards has many short sections of 1 in 40 to 1 in 66, and there are considerable lengths of 1 in 75. The Western main line to Bathurst is even worse, with portions as stiff as 1 in 31, and, in the reverse direction, 1 in 40. On the Northern route 1 in 40 is common. It may be said that until the plains are reached there is no section without abnormal gradients and curves. The configuration of the country is such that without enormous expenditure these disadvantages cannot entirely be overcome. Here and there some alleviation may ensue by re-alignment, but not sufficient to permit of any material reduction in the cost of working and maintenance.

**Rails, Sleepers and Ballast.**

89. The standard rail is of the "T" type, and varies in weight from 100 to 60 lb. per yard. Rails of 100-lb. section are laid within the metropolitan area, while 90-lb. section rails are the standard on the main trunk lines to Cootamundra, Wollongong, Orange, and Werris Creek, the remaining mileage on the trunk lines being renewed with 80-lb. section rails. The latter section is adopted as standard for the principal branch lines, but there is still a lot of 71½-lb. rails, while pioneer lines are laid with 60-lb. section rails. When re-laying is necessary, pioneer lines are re-laid with 80-lb. section recovered rails.

90. The standard road provides for ironbark or other selected hardwood sleepers, 8 ft. x 9 in. x 4½ in., laid eighteen to a 40-ft. rail length. The general world standard is 9 ft. x 10 in. x 5 in., but experience over many years has shown that the Australian heavy wood sleepers of a smaller size are satisfactory. The rail joints are staggered, with sleepers spaced 2 ft. 3½ in. and 1 ft. 8 in. at joints. Ballast is, as to the bottom, hard sandstone, 3 in. gauge, and at the top 2½ in. blue-metal. Pioneer lines are ballasted with earth, strengthened where necessary with gravel, sand or ashes. Quarries for the provision of ballast have been opened up in each division, the ballast being dealt with in hopper wagons and plough-spread. The permissible axle-load is 20 tons 7 cwt. on main lines and from 17 tons 7 cwt. to 13 tons 4 cwt. on branch and pioneer lines, according to the weight of rail in use. The track is noisy. We suggest that experiments be made to overcome this.

**Construction and Maintenance Costs.**

91. As representative of constructional and maintenance cost per mile, we have been given the following examples:—

## PERMANENT WAY CONSTRUCTION AND MAINTENANCE COSTS.

					<i>Double Track.</i>			
Section.							Constructional cost per mile. £	Maintenance cost per mile. £
Southern Line—								
Granville to Goulburn					...	...	42,528	794
Sydenham to Bankstown					...	...	25,292	504
Western Line—								
Granville to Kelso					...	...	45,272	890
Sydney to Newcastle—								
Strathfield to Hamilton					...	...	37,150	692
								Permanent



## XXXV

Permanent Way Construction and Maintenance Costs.—*continued.*  
*Single Track.*

Section.	Constructional cost per mile.	Maintenance cost per mile.
Southern Lines—		
Wagga to Albury ... ..	12,278	487
Southern Branch Lines—		
Junee to Hay, and Culcairn to Corowa ... ..	6,347	261
Western Line—		
Bathurst to Bourke ... ..	7,840	216
Western Branch Lines—		
Blayney to Demondrille, Nyngan to Cobar, and Orange to Forbes.	7,242	347
Northern Line—		
Branxton to Wallangarra ... ..	13,579	350
Northern Branch Lines—		
Werris Creek to Narrabri ... ..	6,785	247
North Coast Line—		
West Maitland to South Grafton ... ..	15,305	208
<i>Pioneer Lines.</i>		
Southern Branch Lines—		
Yanco to Griffith, Wyalong to Lake Cargelligo, Stockin- ginal to Caragabal, Galong to Boorowa.	4,973	162
Western Branch Lines—		
Dunedoo to Coonabarabran and Coolah, Parkes to Trida, Parkes to Narromine, Bogan Gate to Tottenham, Dubbo to Coonamble and Merrygoon, Nevertire to Warren, Byrock to Brewarrina.	3,908	136
Northern Branch Lines—		
Muswellbrook to Merriwa, Narrabri to Inverell and Mun- gindi, Narrabri to Walgett and Pokataroo, Tamworth to Barraba.	3,818	184

92. Constructional costs follow the heavy character of works over the mountains, and to a certain extent maintenance is under a similar influence, plus traffic density. Re-laying, re-railing, and re-sleepering are the subjects of yearly estimates by district engineers, and are checked by the Chief Engineer for Existing Lines.

### Re-laying, Re-railing and Re-sleepering.

93. For the year 1922-23 25½ miles were re-laid, while 47½ miles were re-railed and 192 miles re-sleepered. In 1923-24 the programme covered 44½ miles re-laid, 86 miles re-railed, and 190 miles re-sleepered, but this was not fully carried out. A statement showing the cost per mile of re-sleepering, re-railing, and re-laying complete for the years 1922-23 and 1923-24 is appended.

STATEMENT showing cost per mile of Re-sleepering and Re-railing, and total cost and length of work done of Re-laying complete of 100-lb., 90-lb., 80-lb., and 75-lb. track for the years ended 30th June, 1923 and 1924.

Year ended 30th June.	Cost per mile.		Relaying complete—Total cost and work done.														
	Re- sleeper- ing.	Re- rail- ing.	100 lb. rails.			90 lb. rails.			80 lb. rails.			75 lb. rails.			Total.		
			Total	Work	Cost	Total	Work	Cost	Total	Work	Cost	Total	Work	Cost	Total	Work	Cost
			cost.	done.	per	cost.	done.	per	cost.	done.	per	cost.	done.	per	cost.	done.	per
			£	m. ch.	£	£	m. ch.	£	£	m. ch.	£	£	m. ch.	£	£	m. ch.	£
1923 ...	1,152	2,369	6,514	1 66½	3,563	10,479	3 11½	3,330	56,863	18 6½	3,145	5,879	2 33	2,437	79,735	25 37½	3,132
1924 ...	1,039	2,321	19,992	5 46½	3,584	39,728	11 66½	3,357	49,204	15 13½	3,243	18,368	7 43½	2,438	127,292	40 9½	3,172

94. Since 1888, 1,094 miles of track have been completely re-laid, 3,261 re-sleepered, and 1,244 re-railed.

95. The average life of rails is given as :— “ 100-lb. section, eighteen years; 90-lb. section, no experience of life, as such rails were first laid in 1915; 80-lb. section, twenty years; 71½-lb. section, forty years, and 60-lb. section, twenty-five years.”



96. No cash reserves exist to meet re-laying, the work done year by year as a result of inspection being relied upon to keep the lines up to standard. This means irregular expenditure in one year as against another. Calculated upon the life of rails, there should be an average of at least 200 miles re-laid each year. Future costs cannot be determined. Based, however, on present price of materials and labour costs, a figure may be given of £3,000 per mile, a total of 200 miles of £600,000 per annum. In the event of a less mileage being re-laid in any one year, we consider that a reserve, representing wastage, should be set up to provide for the future and to keep accounts under this head level year by year.

#### Permanent Way Workshops.

97. There are five workshops for meeting permanent way and other requirements. At White Bay, Sydney, the preparation of structural steelwork for power-houses and workshops is carried out, as well as a variety of other things such as steelwork for upcast and downcast shafts and screening plant for the coal-mine. Repairs to pumps and winches, concrete mixers, steam shovels, and a number of articles for tramways and concrete articles of sorts are also manufactured at White Bay.

98. At Lidcombe the manufacture of fish-plates, crossing gates, barrows, and permanent way tools is carried on. The preparation and in many cases the assembly of all wood materials in connection with erection and repairs of buildings and bridges, including refreshment-room fittings, is also done. These shops form a despatching centre for nearly all oregon and redwood required for railway and tramway construction and repair, approximately 3,000,000 super. feet being handled, milled and dispatched to the various districts each year.

99. At Newcastle the fabrication of steelwork for bridges, gantry and jib cranes, switches and crossings, trolley wheels, dog spikes, fishbolts, nuts, rivets, insulator pins, railbending for City railway, &c., &c., is carried out together with castings—brass and iron—the latter up to 5 tons in weight. General repair work for the Newcastle Division also comes here.

100. At Goulburn the workshops provide for the manufacture of cart weighbridges, wirewoven work, corrugated-iron tanks, cisterns, galvanised baths, stove-pipes, tools, small iron, brass, gunmetal, and aluminium castings, and general repair work for the Goulburn Division. A concrete plant turns out water-troughs, foundation blocks, posts, and other articles. The use of ferro-concrete on the railways of New South Wales is a distinct feature (and has undoubtedly done much to reduce the cost of many articles hitherto having a short life owing to climatic and other conditions).

101. At Bathurst, in addition to repairs and the preparation of points and crossings, fencing material, &c., &c., plumbing work for railway and tramway needs, such as tanks, guttering, down pipes, stove-pipes, fire buckets and so on is dealt with.

102. Speaking generally, these shops are well equipped and managed, the class of work turned out being good.

103. In addition to maintenance and duplication of lines, the erection and maintenance of power-houses, station buildings and workshops, the supervision of the departmental coal-mine comes within the duties of the Chief Engineer for Existing Lines, but he is not concerned with survey work or the construction of new lines, for which the Engineer for Surveys and the Engineer for Railway and Tramway Construction are respectively responsible. The upkeep of stations and buildings is satisfactory.

#### Organisation of Branch.

104. The technical staff of the Chief Engineer for Existing Lines includes a Chief Assistant Engineer, Supervising Engineer, Inspecting Engineer, Principal Designing Engineer, two head office Surveyors, Inspector of Bridges, Inspector of Timber, and a Superintending Engineer of the coal-mine.

105. For engineering purposes the system is divided into four divisions, each controlled by a divisional engineer, stationed at Sydney, Goulburn, Bathurst, and



and Newcastle respectively. The sections of the North Coast line, Grafton to Murwillumbah, and Casino to Kyogle, a distance of 167 miles, are under the control of a Chief Inspector. The section from Broken Hill to Menindie (73 miles) being isolated from the general system, is controlled by the Tramways Manager in conjunction with the Broken Hill-Tarrawingee Tramways.

106. The Metropolitan Division, with Sydney as head-quarters, extends to North Goulburn on the Southern Line, Raglan and Werris Creek on the Western Line, and the Illawarra Line (South Coast) to Nowra, including branch lines, a distance of 1,379 miles. The Southern Division extends from North Goulburn to Albury, (Victorian border) and all branch lines, a distance of 1,731 miles. The Western Division extends from Raglan to Bourke and all branch lines, a distance of 1,382 miles. The Northern Division extends from Gosford to Wallangarra (Queensland border) including branch lines to Mungindi, Walgett, Pokataroo, and Inverell on the north-west, and South Grafton on the North Coast, a distance of 1,490 miles.

107. Each Divisional Engineer has an inspector for permanent way, an inspector of buildings and bridges, and sub-inspectors for each district into which his section is divided. There are also timber inspectors and the necessary surveyors and draughtsmen attached to each division. Resident engineers are employed for new works of magnitude, as occasion arises.

108. The average number of men in a line gang varies. In the metropolitan suburban area six men are employed; on the main lines four, and on branch lines three. Where necessary motor trolleys are provided to enable the maintenance staff to move easily and quickly over their lengths. The average length of line maintained by each gang is main line, single track, 8 miles, and branch lines, second class, single track,  $10\frac{1}{2}$  miles.

#### Monthly Conference.

109. A conference, of which the Engineer for Existing Lines is chairman, is held at the head office each month, with the principal officers responsible for the maintenance of way and constructional works, including Assistant Engineer-in-Chief, Supervising Engineer, Principal Designing Engineer, Divisional Engineers, and Resident Engineers, when matters appertaining to maintenance and constructional works are reviewed, and consideration is given to suggestions for improvements in the methods of carrying out the works in the most economical manner, number of staff employed, and the necessity for increasing or decreasing requirements as the work demands.

110. Generally the upkeep of the line is sufficient for the present traffic requirements, but with electrification a higher standard of maintenance will probably be found necessary in the Sydney area.

#### Railway Construction Branch.

111. The engineering staff for the construction of new lines was formerly under the Minister for Public Works, the lines being handed over to the Railway Commissioners for working upon completion. In 1917 constructional work was handed over to the Commissioners. New lines come into being as the result of local application to the Public Works Department, which takes evidence through a standing committee. Trial surveys are made, estimates prepared, and reports forwarded to the Minister by the Commissioners. The standing committee having reported in favour of new lines, and Parliamentary sanction being given, the Commissioners may be instructed to proceed with the work, when a permanent survey and plans and sections are prepared—and upon the necessary money being provided for a year's work construction is commenced.

#### High Cost of Surveys.

112. Surveys appear to be exceptionally high in cost, the estimate for the Glenreagh to Dorrigo line, for example, being given as £22,158. It was explained, however, that the country through which the line passes presented abnormal difficulties. In this connection we are of opinion that benefit would accrue from the supervision of this work by the Chief Engineer for Existing Lines, as recommended in Part III of our report.

Speedy



### **Speedy Construction Essential after Line is Sanctioned.**

113. Estimates of total cost of constructing lines are of little value, having regard to the practices described in Part II of our report, but there can be no doubt that the final costs have been inflated quite unduly by the long-drawn-out methods of construction. These uneconomic methods should certainly be avoided in future. Once a line has been sanctioned the money should be made available for its speedy completion, thus enabling the capital spent to be interest-bearing and not unproductive.

114. Constructional plant to the value of £150,000 is in use upon these lines, and additional tools, stores, and material required are requisitioned from the Comptroller of Stores. Locomotives are supplied by the Chief Mechanical Engineer. Rails and fish-plates are supplied under contract. Dog spikes and bolts are made in the workshops of the Chief Engineer for Existing Lines, or at Eveleigh Shops. Sleepers are bought directly from the cutters, preferably in the neighbourhood of the new lines.

### **Construction Branch Technical Staff.**

115. The technical staff under the Chief Engineer for Railway and Tramway Construction consists of a Principal Designing Engineer, two Inspecting Engineers, two Inspectors of Machinery and Plant, and twenty draughtsmen. In addition, Resident Engineers in charge of each line under construction are employed, of whom there are at present ten.

116. The Engineer for Surveys has a staff of sixteen Surveyors, of whom two are Inspecting Surveyors, and twenty-one draughtsmen.

117. It is probable that but for the fact that the Construction and Survey Engineers were transferred as separate departments from the Public Works Department to the Commissioners, all their work would have been under the supervision of the Chief Engineer for Existing Lines. It is certainly desirable that the engineer who takes over responsibility for maintenance of the new lines should also be the authority for survey and construction, and in our report upon organisation we recommend this. Moreover, the employment of three engineers independent the one of the other makes head-quarters engineering staff top-heavy.

118. The City and Suburban Railway Construction is a very special work, and is properly under a separate and expert engineer. His technical staff includes a Principal Designing Engineer, a Designing Engineer, a Supervisor of Construction, a Supervising Engineer, and the necessary complement of draughtsmen.

### **Early Completion of Metropolitan Electric Railways urged.**

119. The total expenditure on the City Railway and the Eastern and Western Suburbs Railways was, at 30th June, 1924, £1,091,112. An increasing sum of money will be lying idle on these works until they are available for traffic, and the desirability of bringing them to completion at the earliest possible date needs no other demonstration. The saturation of tramway services is calling for relief as well as the suburban steam-train services. Even under the speediest possible construction, congestion of existing facilities promises to be far more serious than at present before the city lines and the electrification can be completed.

## **IV.—MANAGEMENT.**

### **(b) SIGNALLING.**

120. In accordance with the Commissioners' policy this Branch has been considerably enlarged during recent years, more particularly in the direction of automatic and power devices. Increased expenditure consequently arises, but the railway has been vastly improved from the point of view of safety and facility of operation, a total of 300 miles being under automatic control. Automatic signalling is at present being installed at various places, while improved methods have recently been introduced at Sydney.

**Responsibility**



### Responsibility of Signal Engineer.

121. The Signal Engineer is responsible for the installation and maintenance of all signalling and interlocking apparatus on the railways and tramways. Line wires and poles for telegraph, telephone and safe working instruments are also in his charge, the line wires in the Sydney and Newcastle areas excepted, these being under the Electrical Engineer. Telephones throughout the system are also maintained, with the exception that certain telephones in Sydney and Newcastle are maintained by the Electrical Engineer, as are also telegraph instruments and batteries throughout the line. We think it would be an advantage to place all these under one control. Power for signalling purposes is supplied by the Electrical Branch up to the transformers used for signalling, the Signalling Branch taking over from the secondary side of such transformers.

### Signal Branch Workshops.

122. Workshops—to be transferred to Chullora—exist at Sydney and Auburn, for the manufacture of apparatus required for signalling and interlocking purposes. Certain articles appertaining to signals are made in the electrical engineering workshops or at the Newcastle engineering shops. Wire is purchased under contract, as are also signal point mechanisms, relays and transformers. In the signal shops are made station indicators, office furniture, luggage barrows, lamps, footwarmers and other things. At Auburn a ferro-concrete plant supplies material not only for signalling but for station buildings. The decision of the Commissioners to concentrate manufacture at Chullora is evidently wise, and in the interests of economy, not only in this particular case, but in others where the making of similar articles is going on at a number of places under separate branch control.

### Signal Branch Technical Staff.

123. The signal engineering technical staff comprises two Assistant Outdoor Engineers, one for electrical and the other for mechanical work, one Assistant Engineer, a Chief Draughtsman and eighteen draughtsmen. There are also two electrical supervisors, two inspectors and two sub-inspectors for Sydney, one inspector and two sub-inspectors for the Metropolitan Area, an inspector at Goulburn, an inspector and sub-inspector at Cootamundra, similar staff at Bathurst and Newcastle, an inspector at Tamworth, and a relief inspector. For construction work in Sydney there are two inspectors and one sub-inspector, and on the Molong-Dubbo Railway one inspector and one sub-inspector. The total number of employees in the Department is 1,357.

124. For the workshops there is a Works Manager, Assistant Works Manager, and twelve sub-foremen, supervising 451 men. There are also an Assistant Engineer for steelwork and ferro-concrete, two sub-foremen and draughtsmen.

### Safe Working Equipment.

125. The safe working equipment in use on the lines now includes 433 signal-boxes, 23,679 lever units, 475 blocks instruments, 496 electric staff and tablet instruments, 16,372 miles of line wire, 1,132 power worked points and signals, and 423 automatic signal arms.

### Advantages of Automatic Signalling.

126. The policy of installing automatic signalling on certain country lines, in some cases where the traffic is comparatively light, would at first sight appear somewhat extravagant, but actually it is a direct economy. Although the initial cost and maintenance of automatic signals are slightly higher than that of manual signalling, it must be borne in mind that the eight-hour day and the relatively high rate of wages in New South Wales have an important bearing on the subject. With manual signalling three shifts of men are required at every station and crossing loop, whereas automatic signalling necessitates personnel only at the more important stations. As an illustration, the Molong to Dubbo line may be cited. This line, 80 miles in length, under manual signalling would require the staffing of sixteen stations and crossing loops, but with the automatic installation only five stations need be manned. Further, with light traffic and under special circumstances, the whole 80 miles could be controlled by one man stationed at a convenient point.



### Signalling Developing on Sound Lines.

127. It is an admitted fact that the replacement of the human element by safe mechanical operation increases the safety of working which, apart from the question of cost, should be the first consideration in determining the method to be used. We consider the Commissioners are justified in continuing along the lines they have adopted, and that the system of signalling generally is proceeding on sound lines, varying in accordance with the importance and density of the traffic. We suggest, however, that before determining upon the power to be employed for signalling the City Railways, consideration should be given to the advantage of using one power only, viz., electric. To extend the system at the Sydney terminal with an auxiliary power in the shape of pneumatic is unnecessary, and cannot be used or maintained without expense. On an electrically operated line ample power is available, and should suffice for all signalling requirements.

### Signal Branch should form part of Chief Engineer's organisation.

128. In connection with the organisation of the Signal Engineer's Branch we think economy and improvement would result from a combination of the electrical and mechanical assistants under one head. Further we consider that, as this branch is so mixed up with the engineering generally, not only in the workshops but upon the line, it should form part of the Chief Engineer's organisation as indicated in Part III of this report.

## IV. MANAGEMENT.

### (c) MECHANICAL:

129. As the biggest spending department of a railway undertaking, the branch administered by the Chief Mechanical Engineer requires special attention in an inquiry of this nature. A correct appreciation of the relative efficiency of the Department calls for close observation and inspection of the workshops, running sheds, locomotives, and rolling-stock generally, and a critical examination of cost figures in the light of existing conditions, and in comparison with other railways. The views and recommendations advanced in this section are, therefore, of special importance, as they directly affect expenditure and have a vital bearing upon economical and efficient railway operation.

130. This Branch is under the control of the Chief Mechanical Engineer, who is responsible to the Railway Commissioners for the proper maintenance and upkeep of rolling-stock, pumping stations, cranes and machinery in outside places such as docks, &c., running sheds, and the control of engines at those places, together with the running staff connected therewith. He is also responsible for the supply of all water for railway purposes, except where supplies are available from shires or town councils, and for the operation and maintenance of the hydraulic power station at Newcastle and the mechanical portion of the loading cranes. In addition, he is responsible for the electrical equipment of the electric trains to operate the Sydney Suburban Services and Underground Railways.

131. The gas required for carriage lighting is manufactured in gasworks controlled by the Chief Mechanical Engineer, these being established at McDonaldtown (adjacent to Eveleigh), Junee (on the main Southern Line), Bathurst (on the main Western Line), Newcastle and Werris Creek (on the main Northern Line), but, as it has been arranged to convert all gas-lighted carriages to electric lighting within five years as from January, 1924, these gasworks will be dismantled within that period.

### Organisation.

132. The accompanying chart shows the organisation of the Chief Mechanical Engineer's Branch. This indicates that the Department has two broad divisions, both functioning under the head of the Branch through an Assistant Chief Mechanical Engineer. One branch is primarily concerned with locomotive matters, and the other, under a Principal Assistant Engineer, with carriages, wagons, research, &c. The Head Office staff numbers 277, 112 being officers, 132 clerks, and 33 wages staff.

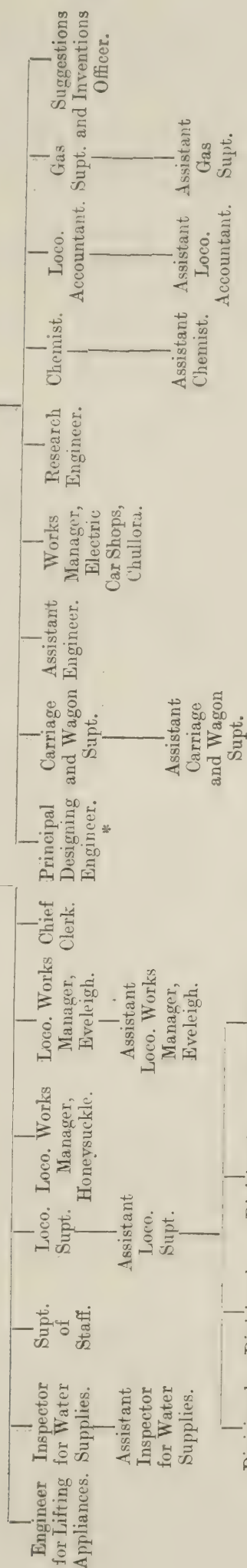
CHIEF



CHIEF MECHANICAL ENGINEER.

ASSISTANT CHIEF MECHANICAL ENGINEER.

PRINCIPAL ASSISTANT ENGINEER.



\* This Officer deals directly with either the Chief Mechanical Engineer or the Assistant Chief Mechanical Engineer on Locomotive matters.

Organisation of the Chief Mechanical Engineer's Branch.

133. For operating purposes, the system is divided into four divisions—Metropolitan, Southern, Northern, and Western—as shown on the accompanying map, which also indicates the various locomotive depots.

134. The rolling-stock to be maintained by the Chief Mechanical Engineer's Branch included, as at 30th June, 1923, 1,341 steam locomotives, 2,188 coaching vehicles, 21,577 freight vehicles, and 1,906 service vehicles as shown below :—

STATEMENT showing Locomotives, Coaching Stock, Goods Stock, and Service Stock on the Books at 30th June, 1923.

Vehicles.		Tractive Power.		Vehicles.		Capacity.	
	Number.	Total.	Average per Loco.		Number.	Total.	Average per Vehicle.
LOCOMOTIVES.				GOODS STOCK.			
Steam .....	1,341	31,970,297	23,841	Box Goods Wagons .....		tons.	tons.
				Open Goods Wagons .....	14,050	216,853	15
				Cattle Wagons .....	1,260	7,840	6
				Sheep Wagons .....	1,697	10,530	6
				Coal Wagons .....	1,550	20,244	13
				Louvroed Vans .....	1,006	12,598	13
				Refrigerator Vans .....	241	3,494	15
				Powder Vans .....	61	410	7
				Flat Wagons .....	83	934	12
				Bolster Wagons .....	915	30,215	33
				Brake Vans .....	644		
				Other Vehicles .....	70	735	11
				Total .....	21,577	303,933	14
COACHING STOCK.				SERVICE STOCK.			
		Capacity (Passengers).				Number.	
		Total.	Average per Vehicle.				
Passenger Cars—				Casualty or Break-down Vans.....		39	
1st Class .....	470	26,013	55	Water Trucks .....		164	
2nd Class .....	982	59,507	61	Loco. Coal Trucks .....		284	
Composite .....	220	11,732	53	Ballast Wagons .....		712	
Sleeping Cars—				Gas Vehicles .....		26	
1st Class .....	86	2,260	26	Workmen's Vans.....		26	
2nd Class .....				Store Vans .....		32	
Special Cars .....	13	28	2	Cranes (not Locomotive) .....			
Parlour Cars .....				Plough Vans .....		11	
Dining Cars .....	1	38	38	Motor Inspection Cars .....		8	
Mail Vans .....	25			Pay Cars .....			
Luggage Vans .....				Other Vehicles .....		604	
Carriage Trucks .....	65						
Horse Boxes .....	172						
Hearses .....	4						
Motor Passenger Vehicles .....	2	82	41				
Brake Vans .....	139	78					
Other Vehicles .....	9						
Total .....	2,188	99,738	46	Total .....		1,906	

As the figures for the twelve months ended 30th June, 1924, were not available when sections of this part of the Report were prepared, it was necessary to utilise those for the previous twelve months. The 1924 figures would not materially affect the position.

135. The head-quarters of the Branch are at Eveleigh, (Sydney), where also the principal locomotive and carriage shops are established. Wagon shops are situated at Clyde in the suburbs of Sydney. While the major portion of the repairs are executed at these places, a fair amount of such work is performed at Honeysuckle Point, (Newcastle), and, especially in connection with locomotives, at various running sheds.

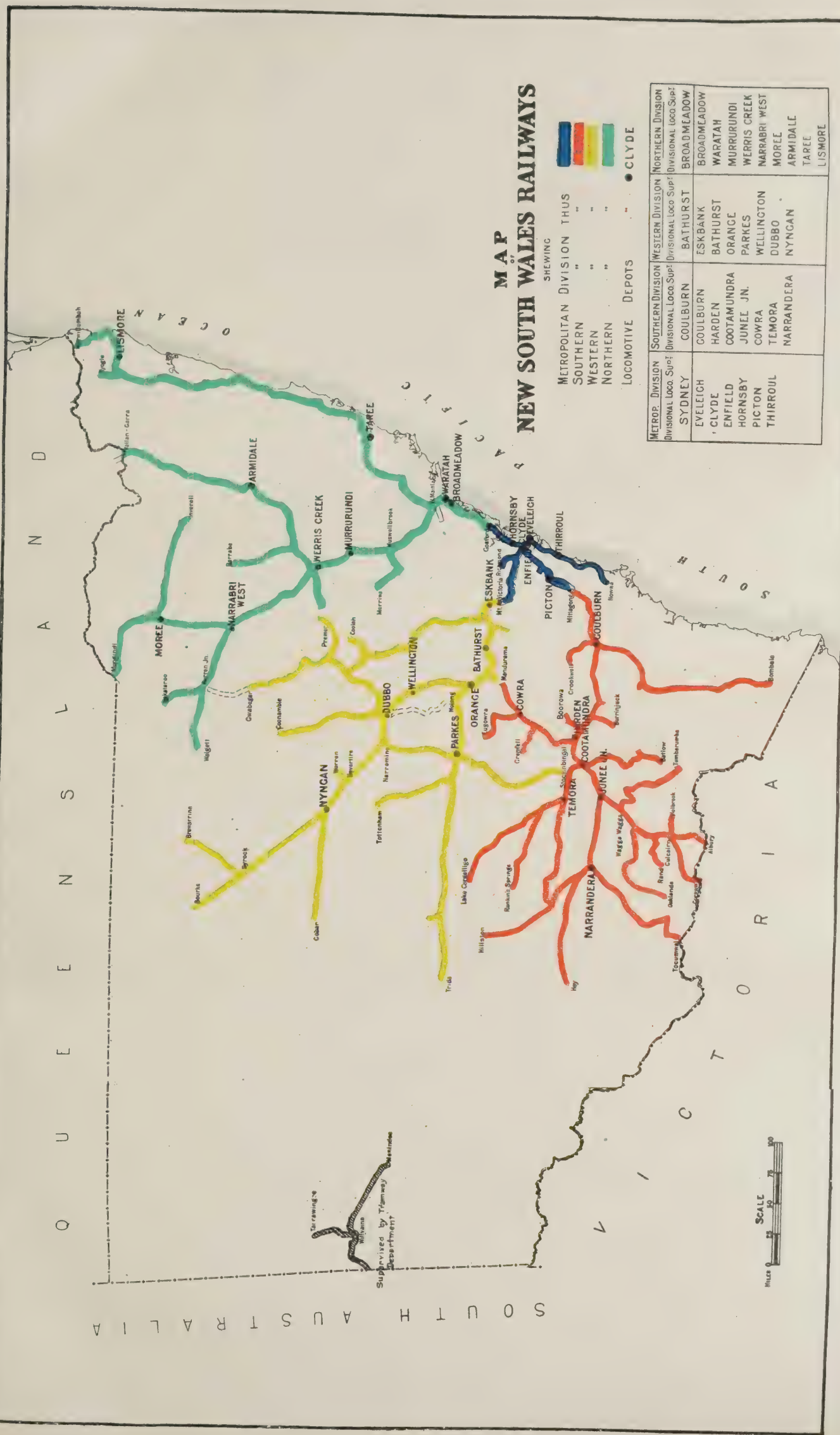
#### Locomotive, Carriage and Wagon Works.

136. The principal locomotive shops are situated at Eveleigh. They deal with the building, renewals and heavy repairs of locomotives, and also execute new boiler work for any of the other shops in which repairs are carried out.

137. At Eveleigh there is a very complete and up-to-date foundry, both for cast-iron and steel, together with a section for non-ferrous metals. This foundry is equipped with tools for machine-made castings, and over 60 per cent. of the work is performed under a bonus system of payment, which seems to give satisfaction to the men and enables the work to be carried out speedily and economically.

Iron



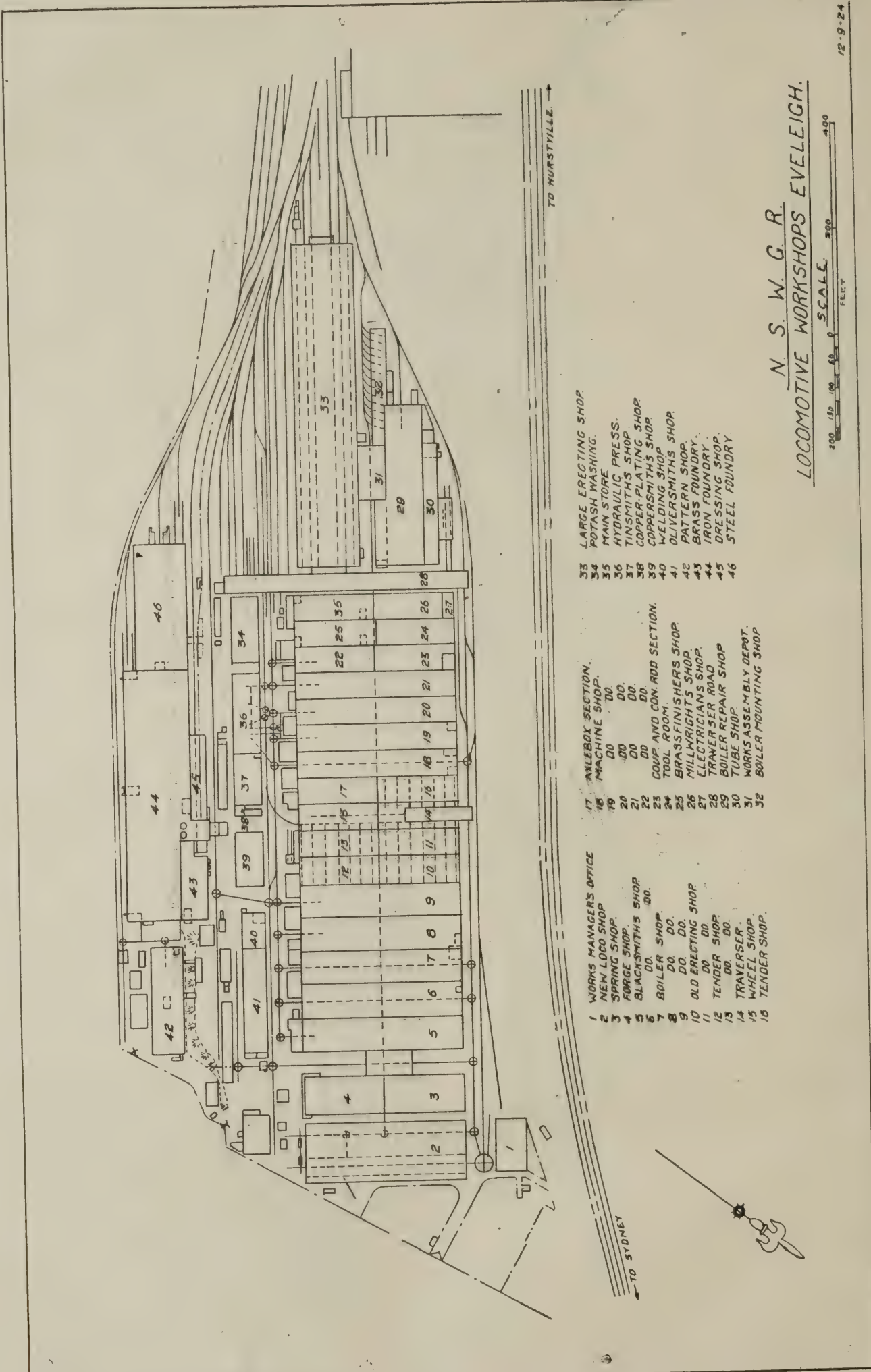


Locomotive Districts, New South Wales Railways, indicating Locomotive Depots.

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**General Lay-out of Yard at Eveleigh, showing Location of Various Shops.**

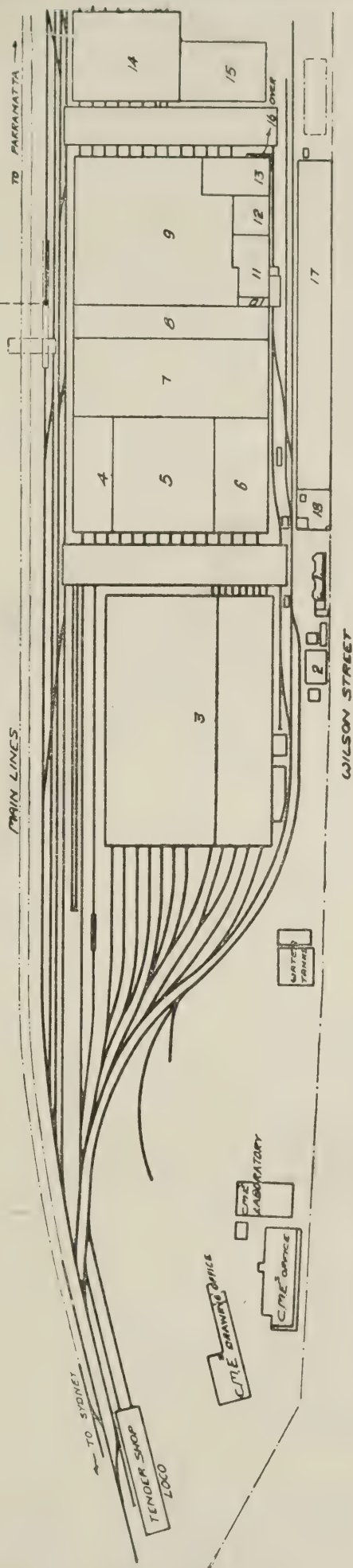


- |    |                        |    |                      |    |                     |
|----|------------------------|----|----------------------|----|---------------------|
| 1  | WORKS MANAGER'S OFFICE | 17 | AXLEBOX SECTION      | 33 | LARGE ERECTING SHOP |
| 2  | NEW LOCO SHOP          | 18 | MACHINE SHOP         | 34 | POTASH WASHING      |
| 3  | SPRING SHOP            | 19 | DO                   | 35 | MAIN STORE PRESS    |
| 4  | FORGE SHOP             | 20 | DO                   | 36 | TINSMITH'S SHOP     |
| 5  | BLACKSMITH'S SHOP      | 21 | DO                   | 37 | COPPER-PLATING SHOP |
| 6  | DO                     | 22 | DO                   | 38 | COPPER-SMITH'S SHOP |
| 7  | BOILER SHOP            | 23 | DO                   | 39 | WELDING SHOP        |
| 8  | DO                     | 24 | DO                   | 40 | OLIVERSMITH'S SHOP  |
| 9  | DO                     | 25 | DO                   | 41 | PATTERN SHOP        |
| 10 | OLD ERECTING SHOP      | 26 | BRASSFINISHERS SHOP  | 42 | BRASS FOUNDRY       |
| 11 | TENDER SHOP            | 27 | ELECTRICIANS SHOP    | 43 | IRON FOUNDRY        |
| 12 | DO                     | 28 | TRAVELER ROAD        | 44 | DRESSING SHOP       |
| 13 | DO                     | 29 | BOILER REPAIR SHOP   | 45 | STEEL FOUNDRY       |
| 14 | TRAVELER               | 30 | TUBE SHOP            |    |                     |
| 15 | WHEEL SHOP             | 31 | WORKS ASSEMBLY DEPOT |    |                     |
| 16 | TENDER SHOP            | 32 | BOILER MOUNTING SHOP |    |                     |

N. S. W. G. R.  
LOCOMOTIVE WORKSHOPS EVELEIGH.

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FEET  
SCALE  
12-9-24



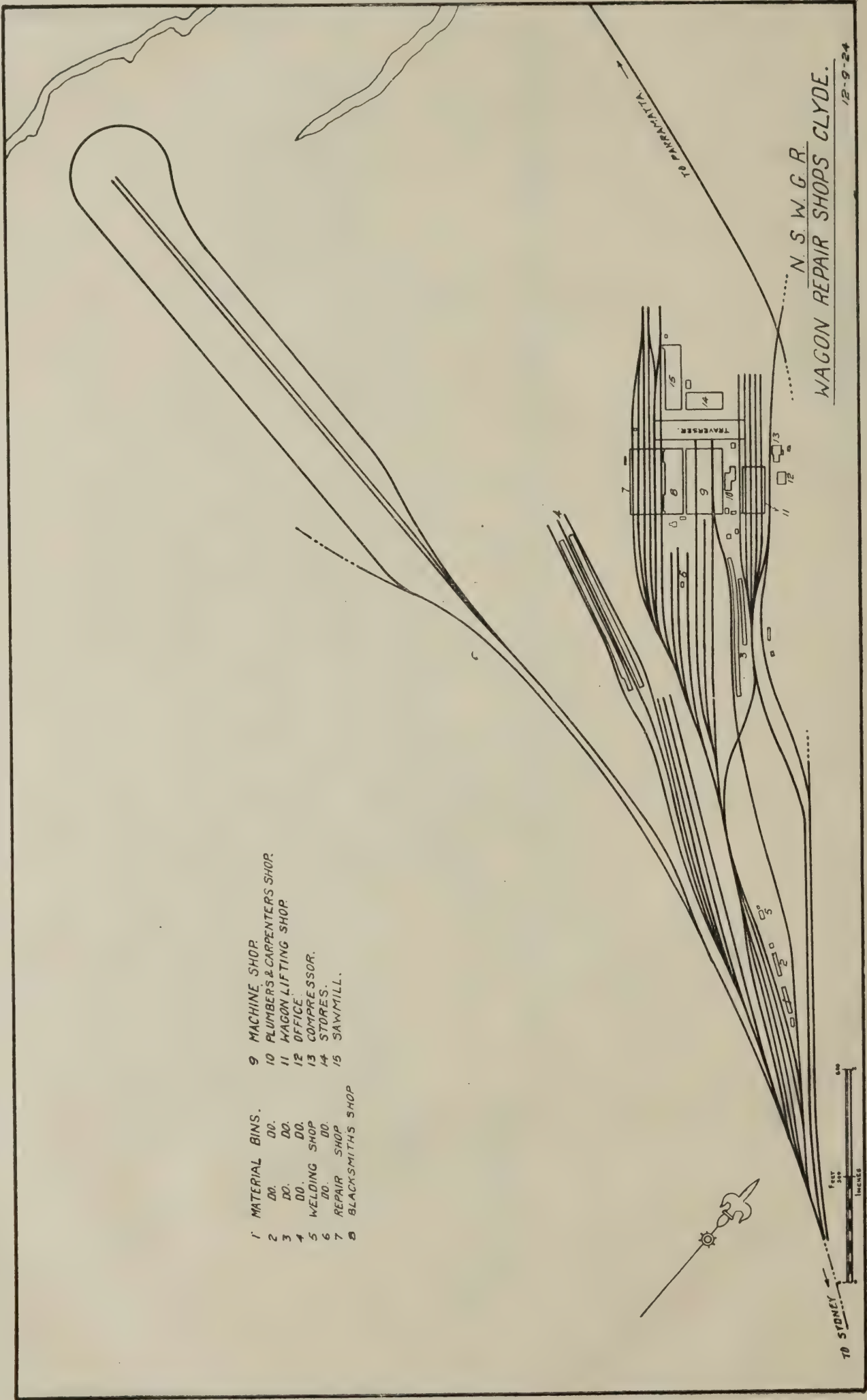


- 1 SUPERINTENDENTS OFFICE.  
 2 COMPRESSOR HOUSE.  
 3 PAINT SHOP.  
 4 NO 2 CAR SHOP.  
 5 NO 3 DO.  
 6 BOILER SHOP.  
 7 MILL.  
 8 MACHINE SHOP.  
 9 NO 1 CAR SHOP.  
 10 PLATING SHOP.  
 11 BRASS FINISHING SHOP.  
 12 PLUMBERS SHOP.  
 13 TRUST STORE.  
 14 NO 1 CAR SHOP.  
 15 TIMBER STORE.  
 16 TRIMMING SHOP.  
 17 SMITHS SHOP.  
 18 GAS PRODUCER.

N. S. W. G. R.  
 CARRIAGE AND WAGON SHOPS.

EVELEIGH.







### Iron Foundry.

138. All cast-iron required for locomotive and carriage and wagon maintenance is made in the foundry, as also a considerable quantity of cast-iron for the Permanent-way, Electrical and Signal Branches. The heaviest castings dealt with in average work weigh about 30 cwt., but castings up to 17 tons have been made satisfactorily, and no difficulty would be experienced in casting up to 25 tons. There is very little hand-carrying of metal, as the foundry is divided by portable tracks of about 20 inch gauge, which are arranged to serve rows of moulders on either side of each track. These tracks carry ladles of from 5 cwt. to 3 tons capacity which are filled from the cupola receivers. By the use of this method of metal pouring and moulding machines, the output of brake-shoes for one machine moulder and labourer has been brought to 300 per day of eight hours, which is, we are given to understand, six times the rate obtained when the work was done on the floor and metal was hand-poured. The machines for fire-bar moulding and piston ring moulding have been developed and built in the Eveleigh Works. We are informed by the Department that, on the former, two moulders produce per day, with the assistance of a labourer for half a day, moulds for 168 fire-bars, whereas previously two moulders produced 28 per day. The average cost of completed castings, including all shop charges, is 13s. 9d. per cwt. Recently, the practice of using semi-steel was introduced for all more important castings, such as cylinders and superheated headers. Considerable experimental work has still to be done with semi-steel, but at the present time much better metal is being obtained at lower cost than when grey iron was exclusively used.

### Steel Foundry.

139. The present steel foundry occupies about 12,400 square feet of area, but roughly 60 per cent. of this will be taken over by the iron foundry after the completion of an extension covering 22,000 square feet which will become the steel foundry. The steel foundry equipment includes :—

- 1 1-ton stock oil-fired converter.
- 4 moulding machines.
- 1 core-making machine.
- 1 drilling machine.
- 1 sawing machine.
- 2 double floor grinders.
- 1 rumbler.
- 3 chilian mills.
- 1 annealing furnace.
- 1 brick core oven.

The heaviest steel casting produced to date weighed 31 cwt. Gallery or multiple moulding is adopted extensively for small castings, and the process has been completely successful. The output for twelve months ended June, 1924, was 462 tons, equal to 11.8 lbs. of serviceable castings per man-hour. The average cost of completed castings, including all shop charges, is £1. 13s. per cwt.

140. In the new section of the steel foundry, a Greaves-Etchell 3-ton electric furnace has been installed. The addition of this furnace will enable all requirements for steel castings to be made, including a large proportion of steel centres to be supplied to contractors for the manufacture of new rolling-stock.

141. The area of the whole of the foundry—embracing iron, steel, and brass—is 69,330 square feet, but this excludes the extension of 22,000 square feet previously mentioned. The foundry should be able to deal with all the railway castings required, no matter which department calls for them. Such a scheme of concentration presents advantages from more than one point of view, and, although it has been suggested that this might mean delay to certain classes of work, we see no reason for this, provided the work is properly conducted.

### Pattern Shop.

142. The Eveleigh pattern shop stores and deals with all the patterns for the foundry. These patterns, in the aggregate, are extremely valuable, and it is unfortunate, therefore, that a better scheme of storage is not employed. In many sections the patterns are untidily stacked, and, to say the least, it must be



be a matter of difficulty and expense for required patterns to be obtained. On the New South Wales Railways, owing to the number of different classes of locomotives, coaches, wagons, and machines requiring renewal, there is necessarily a large stock of patterns, and it is our view that they should be stored on a systematic—and adequately catalogued—basis in a commodious and well protected building. We recommend that an improved arrangement along these lines should be brought into operation immediately.

#### **Forge.**

143. The forge is well laid out and equipped, and is capable of supplying all the necessary work, up to the largest forgings, in a cheap and economical manner. We noticed, however, that some of the heavy forgings were not made near enough to the template and, therefore, carried too much weight. This, no doubt, is due to the heavy press having only recently been brought into use, and the matter will probably soon be rectified.

#### **Smith's Shop.**

144. The smith's shop seems to be well equipped, and should meet all the needs of the Department. Drop-hammer work, however, might be done with advantage.

#### **Spring Shop.**

145. We understand that the spring shop supplies all the springs for the rolling-stock—locomotives, carriages, and wagons—and we find that the cost of manufacture, as compared with bought springs, is greatly in favour of the Railway Department doing the work. The spring failures, however, appear to be heavy, and this will be remarked upon in another part of the Report.

#### **Machine Shop.**

146. The machine shop has a good proportion of up-to-date and satisfactory machines. A good deal of attention, we should judge, has been given to this. The machines are driven by electric motors, the shafting being arranged in groups where one machine is not of sufficient size to require a separate motor. The layout of these seems in every way suitable.

#### **Method of Dealing with Locomotives coming in and under Repair.**

147. The method of dealing with locomotives under repair, and of following up the work may be described as follows:—

148. The general condition of engines is reported monthly by steam shed inspectors to the Locomotive Superintendent, and, in addition, special reports are forwarded whenever necessary, advising the exact condition of engines in need of general repairs. When the Locomotive Superintendent directs that an engine shall be stopped, a repair sheet—giving particulars of all visible necessary repairs—is prepared by the steam shed inspector concerned and forwarded to the Chief Mechanical Engineer, who holds complete records of the history of each locomotive and its boiler. After the addition of information concerning mileage and time since last repair, the repair sheet is forwarded to the Works Manager, and by him to the foreman erector of the shop in which the repairs are to be undertaken.

149. The works at Eveleigh contain three separate erecting shops, known as the new locomotive shop, the old erecting shop, and the large erecting shop. The work in the machine and fitting shops is sectionalised as far as possible, complete equipment being installed in each section to deal with all operations necessary within that section. After an engine is stripped, the wheels, axle-boxes, side-rods, valve motion, piston valves, air pumps, boiler mountings, &c., are delivered to the respective sectional sub-foremen, each of whom is responsible for completely repairing one particular part or group of parts.

150. As an aid to the speedy execution of locomotive repairs, a number of spare parts are maintained so that an engine need not be kept waiting for the repair of the particular parts stripped from it. This applies more especially to boilers, axle-boxes, and wheels.



151. If, from the information given on the repair sheet the necessary repairs are of a light nature, such as repairing a fractured frame or renewing tyres, or any light work not involving the complete stripping of the engine, the foremen of any shops where parts for such an engine are to be repaired are advised (form marked "A") of the fact that the engine is to be treated as a running job, and they have instructions that work for such engines is to take precedence of other work in order to get the engine speedily back into traffic.

## FORM "A."

Foreman.....

Please note that Eng. .... is a running job.

Will you please notify Sub-Foremen in charge of sections to have material for same expedited as soon as possible.

Loco. Works Manager.

**Progress System.**

152. If the information on the repair sheet shows that repairs of a medium or heavy nature are necessary, the engine is stripped, after which the sub-foreman-in charge makes out a defect list (form "B") showing defects which can only be

## FORM "B."

## New South Wales Government Railways—Locomotive Branch.

## SCHEDULE OFFICE.

Part of Repair List, Engine No. .... Class ..... Nature of Repairs ..... 1924.	
Date in Shops .....	Scheduled out ..... Sub-Foreman .....
Frame .....	Springs .....
Cylinders .....	Spring links .....
Cylinder covers .....	Spring pins .....
Cylinder cocks .....	Compensating beams .....
" cock shaft and rod .....	Compensating pin .....
Steam chest .....	Compensating shaft .....
Steam chest covers .....	Compensating brackets .....
Piston heads and rods .....	Bogie centre .....
Slide valves .....	Bogie cradle .....
" back rings, &c. ....	Bogie post and sleeve .....
Slide bars .....	Bogie cradle links .....
Slide bar brackets .....	Bogie pins .....
Valve chambers .....	Radial arm .....
Motion .....	Pin and bracket .....
Reversing W. shaft .....	Rocker firebar gear .....
Reversing shaft bracket .....	Steam pipes .....
" nut screw and wheel .....	Blast pipe .....
Reversing screw bracket .....	Blast pipe Btm. section .....
Reversing rod .....	Blast pipe blower nozzle .....
Brake shaft .....	Silencer .....
Brake shaft bracket .....	Flooring plates .....
Brake hangers .....	Smokebox front and door .....
Brake thrust rods .....	Chimney .....
Brake pull rods .....	Boiler mountings .....
Brake screw and nut .....	Injectors .....
Brake cylinder .....	Exhaust injectors .....
Brake air drums .....	Lubricators .....
Copper pipes .....	Release valves .....
Snifter valves .....	Draw hook .....
Buffers .....	Buffer beam .....
Sandboxes .....	Sandboxes vales and seatings .....
Sandbox levers and rods .....	Superheaters .....
Superheater elements .....	Firehole fittings .....
Cab-roof and floor .....	
Sundries.	

Foreman.

observed after stripping. From the information made available by the engine repair sheet, by the defect list, and from his own personal observation, the Locomotive Works Manager fixes the time considered by him as reasonable for the completion of repairs. These times vary from eighteen days for the smaller engines to fifty days for re-building or converting from simple to superheated engines of the heavier classes. After the scheduled time for the engine repair has



has been determined, copies of form "C" are made out covering all the parts of the locomotive to be repaired in the sectional shops, and showing the dates on which the part or parts must be supplied in completed state to the erection shop. As far as practicable, the sequence is fixed to ensure delivery most advantageous to the foreman erector. When sectional work is completed, the sub-foreman fills in the form and delivers it to his foreman. Should there have been any delay, the reason is noted.

FORM "C."

New South Wales Government Railways.

X2479

MATERIAL TO BE DELIVERED.

By \_\_\_\_\_ Shop

To \_\_\_\_\_

New Loco. Shop.  
Old Erecting Shop.  
Large Erecting Shop.

Material \_\_\_\_\_

Engine No.	Class.	Date to be delivered.	Date completed.

NOTE.—This slip is to be returned to No. 1 Room, Loco. Works Manager's Office, immediately work is completed.

Loco. Works Manager.

192 \_\_\_\_\_

153. The schedule officer maintains two records of the progress of repairs, one made up from the return of completed forms, similar to form "C," and a record card, "D," which is kept posted daily from his own personal observation. These records are analysed periodically by the Works Manager and his assistant, and any sections in default for late delivery of material are discovered and suitable action taken. The Assistant Chief Mechanical Engineer holds a meeting weekly with the Locomotive Superintendent and Works Manager, and reviews the output of repaired engines for the previous week and all delays to engines under repairs.

154. A complete system of inter-shop transport has been developed to facilitate delivery of material between erecting shops and machine and fitting shops, and includes an elevated electric runway cantilevered from the shop front, and having branch access to all necessary shops. There are three electric storage battery shop delivery trucks and a caterpillar tractor in service for moving parts from shop to shop, whilst a further three electric trucks are on order. Five high-speed standard gauge steam locomotive cranes are employed to do all the heavy lifting to and from shop trucks outside the shops and in places not served by shop cranes.

155. Assuming the arrangements outlined are followed and the progress system is carefully supervised, the repairs should be dealt with in such a way as to get the maximum quantity carried out within the works. The practice in force in New South Wales has been dealt with in some detail, as it is felt that the organisation for bringing in engines for repair and carrying them through is of the greatest importance.

No Standard Gauges in Use.

156. It is, however, noted with regret that no system of standard gauges obtains, either in the machine shop or in the fitting shop, and no interchangeability of parts can, therefore, be relied upon. This, of course, reflects itself in delay and high maintenance costs.

FORM



FORM "D."

PARTICULARS OF REPAIRS

Eng. No. \_\_\_\_\_ Class \_\_\_\_\_

Shop Order \_\_\_\_\_

Section \_\_\_\_\_ Sub-Foreman \_\_\_\_\_ Date in \_\_\_\_\_ Date out \_\_\_\_\_ Schd. Date \_\_\_\_\_

	Stripped.	Smiths Shop.		Machine Shop.		Fitting Shop.		Welding Shop.		Coppersmith's Shop.		Tinsmith's Shop.		Delivered Complete.			
		In.	Out.	In.	Out.	In.	Out.	In.	Out.	In.	Out.	In.	Out.	Assem. Depot.	Erect. Shop.	Erect. Shop.	Sched. Date.
Boiler allotted .....																	
Brake shaft (weld) .....																	
Brake shaft bkts (weld) .....																	
Reversing shaft (weld) .....																	
Horn blocks (weld) .....																	
Axle-boxes (fitting) .....																	
Sand gear (mach) .....																	
Brake shaft (mach) .....																	
Comp. beams and pins .....																	
Engine frames .....																	
Brake shaft bkts (mach) .....																	
Bogie frames (mach) .....																	
Reversing shaft (mach).....																	
Reversing shaft bkts (mach)...																	
Horn cheek plates .....																	
Cylinders or covers .....																	
Slide bars .....																	
Horn blocks (mach) .....																	
Pistons (complete).....																	
Slide valves and buckles .....																	
Brake hangers .....																	
Springs .....																	
Spring links .....																	
Piston valve liners .....																	
Wheels from mach. shop.....																	
Axle-boxes (boring) .....																	
Blast pipe (bottom) .....																	
Blast pipe (top) .....																	
Steam pipes and cones .....																	
Bogie boxes .....																	
Steam chest covers .....																	
Boiler mountings .....																	
Piston valves (complete) .....																	
Exhaust injectors .....																	
Motion gear .....																	
General brass fittings .....																	
Wheels (complete) .....																	
Bogie wheels (mach).....																	
Coupling rods (complete) .....																	
Connecting rods (complete) ...																	
Brake beams .....																	
Brake rods .....																	
Westinghouse air pump .....																	
Super. elements (weld) .....																	
Flue tubes .....																	
Super headers (mach) .....																	
Bogie post and sleeve .....																	
Bogie centres .....																	
Reversing screw .....																	
Reversing nut.....																	
Tanks .....																	
C.I. S'box front and door .....																	
Silencers .....																	
Buffer beam .....																	
Super elements (mach) .....																	
Boiler mounted for test .....																	
Copper pipes .....																	
Boiler fitted to frame .....																	
W'house brake pipes.....																	
Cab floor .....																	
Cab roof .....																	
Spark arresters .....																	
Engine to weighbridge .....																	



**Boiler Shops.**

157. The boiler shops are quite inadequate, and are costly, but we shall not deal with these in any detail, as they will shortly be transferred to an entirely new site at Chullora. The plans, layout, and buildings for the new boiler shop—which we have seen—appear generally satisfactory and of sufficient size to account fully for all the present and immediate needs, inasmuch as the electric traction proposed will mean a reduction rather than an increase in boiler requirements for some considerable time.

**New Engines.**

158. So far as the building of new engines is concerned, this is not being attempted seriously owing to the large amount of repairs required, which the shops at Eveleigh cannot at present deal with fully.

**Honeysuckle and Out-Stations.**

159. There are a certain number of repairs of a light, medium, and heavy nature carried out at Honeysuckle (Newcastle). We consider these shops are inadequately laid out and equipped for economically dealing with the work, and if the repairs now carried out there cannot be dealt with at Eveleigh—which is only 100 miles away—new and better arranged and equipped works should be provided at or near Honeysuckle. There is also a power station at Bullock Island, Newcastle, and six electric cranes of 15 tons capacity, and seventeen hydraulic cranes, also of 15 tons capacity, to deal with the coaling at the docks. The staff employed in the power-house, and also on the maintenance of the mechanical portion of the cranes, is controlled by the Locomotive Branch. The coal shipped approximates 5,000,000 tons annually.

**Staff Comparisons.**

160. Before leaving the locomotive workshops at Eveleigh and Honeysuckle, it is interesting to compare the number of men employed at these places with those at Horwich, Crewe, Derby, and St. Rollox on the London, Midland and Scottish Railway of Great Britain. It will be seen from the following statement that the staff employed per engine repaired on the British Railway was about half the number required in New South Wales. This should be given very careful consideration by the Chief Mechanical Engineer. Unless the position in New South Wales is due to the old and varied classes of locomotives it would appear that a considerable reduction could be made in the staff. For instance, comparing with Horwich, where there are practically similar works to Eveleigh (including manufacture of steel castings), it will be noticed that, while the staff is much the same, the number of repairs carried out at Eveleigh is about half, and that, in addition, twenty-one engines were built at Horwich compared with five at Eveleigh. It is important to note that, while less than half the work is done at Eveleigh as compared with Horwich, the amount paid in wages is approximately 80 per cent. more:—

LOCOMOTIVE WORKSHOPS—STAFF AND OUTPUT—1923.

Workshop.	Staff.	Engines which underwent heavy repair.	Staff employed per heavy repair.	Engine Repairs (Heavy and medium).	Staff employed per engine repaired.	Engines built.
<i>London, Midland and Scottish Railway—</i>	No.	No.	No.	No.	No.	No.
Horwich ... ..	3,885	808	4.81	888	4.38	21
Crewe ... ..	7,687	1,478	5.20	1,841	4.18	30
Derby ... ..	4,659	1,300	3.58	1,347	3.46	10
St. Rollox ... ..	1,779	359	4.96	407	4.37	...
<i>New South Wales Railways—</i>						
Eveleigh ... ..	3,476	352	9.88	447	7.78	5
Honeysuckle ... ..	410	35	11.71	49	8.37	...

161. The following are the particulars of the staff employed in connection with the repairs to locomotives at the workshops at Eveleigh, Honeysuckle and Lismore. Lismore is a small shop dealing with the repairs which, owing to its isolated



isolated position between Murwillumbah and Grafton—a distance of 147 miles—are obliged to be carried out there until the bridge is built which is in contemplation over the River Clarence.

Workshop.	Officers.	Clerical Staff.	Wages Staff (other than running).	Total.
Eveleigh Locomotive shops ... ..	93	46	3,430	3,569
Honeysuckle ... ..	16	8	402	426
Lismore ... ..	5	2	38	45
Newcastle Power Station ... ..	...	...	27	27

162. A number of light and medium repairs are done at the out-stations. This is neither desirable nor economical, and cannot be excused on account of the distance from head-quarters, as engines requiring repairs can always be arranged to work trains to the place where the workshops are situated.

#### Running Department.

163. The Running Department is directly under the supervision of the Locomotive Superintendent, who is responsible to the Chief Mechanical Engineer for the whole of the running sheds, and the repairing and maintenance of the locomotives stabled there. He has under him one principal assistant and four divisional locomotive superintendents, as shown on the organisation chart at paragraph 132. The running of the passenger engines is arranged by the Locomotive Superintendent, but running control of goods engines is entirely in the hands of the Traffic Department.

#### Repairs at Out-Stations.

164. A considerable amount of repair work is done at the out-stations, and many of them are equipped with the necessary machinery for this work. The value of this machinery is put down as approximately £90,000. It is uneconomical and in every way undesirable that repair work should be carried out at many separate places the methods at which might vary considerably, and, as stated elsewhere, it is recommended that repair work should be concentrated as far as practicable.

165. The system has grown up in New South Wales by reason of the difficulties in the direction of enlarging the accommodation at Eveleigh, which was built in 1888 when there were only some 400 engines in service. Land was more readily available at places outside Sydney, and, in addition, it was then the policy to instal certain machinery in the existing running sheds as being less expensive than the erection of suitable workshops. As a result, the practice adopted has led to increased maintenance costs and has also had a great effect upon standardisation. In the case of Honeysuckle Works, these were built prior to the Eveleigh Shops in connection with the separate railway then in existence from Newcastle to the north. The following statement clearly shows how engine repair work has grown at the out-stations and decreased at Eveleigh during recent years.

#### TOTAL WAGES CHARGED TO ENGINE REPAIRS.

Date.	Eveleigh.	Honeysuckle.	Other Depôts.
	%	%	%
1910-11	60.44	5.77	33.79
1911-12	59.63	5.72	34.65
1912-13	58.41	5.36	36.23
1913-14	55.89	5.16	38.95
1914-15	53.31	5.01	41.68
1915-16	55.32	5.37	39.31
1916-17	54.71	5.27	40.02
1917-18	50.92	4.11	44.97
1918-19	50.00	4.36	45.64
1919-20	49.52	4.84	45.64
1920-21	51.18	4.66	44.16
1921-22	50.74	4.68	44.58
1922-23	50.65	5.19	44.16
1923-24	49.50	5.94	44.56

166. There is very little covered-in accommodation at the running sheds, which are principally of the round-house type, but, on account of the climate, a good deal of the work can conveniently be dealt with outside. In time, when the repairs are removed to head-quarters, as has been suggested, the present covered-in portion will in most cases be sufficient, as it is thought that nothing but ordinary running repairs should be effected at out-stations.

#### Number of Running Sheds.

167. It is an advantage to reduce the number of running sheds as far as possible, with due consideration to traffic conditions, and the exigencies of the working. While we consider it advisable to draw attention to the point, we make no definite recommendations in this regard.

#### Future Control of Loco. Running.

168. In our view, the Traffic Superintendent, together with the Mechanical Assistant in each area, should be responsible for the economical working of all the locomotives when out in traffic, and, to this end, under the suggested area scheme of organisation, the Mechanical Assistant should be responsible to the Area Assistant Commissioner as well as to the Chief Mechanical Engineer.

169. It will be seen from the following statement that quite a substantial staff is employed at the various running sheds in connection with the repair of locomotives, and, if such repairs were transferred to head-quarters, it is considered that saving in staff would be effected. The statement also includes the number of drivers, firemen, cleaners, &c., stationed at the several sheds :—

Drivers, firemen, cleaners, &c., stationed at the sheds.				Running Staff.			Total Staff.
Running Shed.	Officers.	Clerical Staff.	Wages Staff (other than running).	Drivers.	Firemen.	Cleaners and shed hands.	
<i>Metropolitan Division</i>							
<i>Running Sheds—</i>							
Eveleigh ... ..	50	27	304	268	283	517	1,449
Clyde ... ..	1	3	22	43	52	49	170
Enfield ... ..	20	12	218	121	132	234	737
Thirroul ... ..	5	3	28	41	43	49	169
Hornsby ... ..	5	3	25	52	66	69	220
Pictou ... ..	5	2	11	15	18	24	75
<i>Southern Division</i>							
<i>Running Sheds—</i>							
Goulburn ... ..	16	12	207	69	74	161	539
Harden ... ..	6	4	68	31	33	60	202
Cowra ... ..	4	3	26	20	21	38	112
Temora ... ..	3	2	17	12	14	36	84
Cootamundra ... ..	2	2	13	9	13	30	69
Junee ... ..	10	8	121	52	62	124	376
Narrandera ... ..	1	1	13	11	12	19	57
<i>Western Division</i>							
<i>Running Sheds—</i>							
Lithgow ... ..	11	6	59	44	56	124	300
Bathurst ... ..	11	10	183	50	55	134	443
Orange ... ..	2	2	18	17	21	27	87
Parkes ... ..	3	2	24	13	17	32	91
Wellington ... ..	4	1	25	8	10	24	72
Dubbo ... ..	5	2	22	19	27	66	141
Nyngan ... ..	1	1	5	5	8	15	35
<i>Northern Division</i>							
<i>Running Sheds—</i>							
Broadmeadow ... ..	17	14	173	107	123	202	636
Port Waratah ... ..	8	6	77	86	97	119	393
Taree ... ..	2	2	14	19	24	47	108
Murrurundi ... ..	3	2	15	15	18	34	87
Narrabri West ... ..	4	2	25	14	18	43	106
Werris Creek ... ..	9	7	94	37	44	127	318
Moree ... ..	1	1	9	7	9	16	43
Armidale ... ..	7	4	46	25	35	93	210



### Carriage Shops.

170. The carriage shops, which are also situated at Eveleigh, are congested and are laid out in a way which makes it difficult to pass a large number of vehicles through with the speed desirable. When the alterations to the railway in connection with the electrical service are completed, the difficulties in the carriage shops will largely be increased.

171. There are a number of up-to-date and useful machines in the carriage shops, and, on the whole, no exception can be taken to the work done, but, as before stated, they are congested and consequently not laid out so as to deal with the work in sequence and in the most approved way, thus causing a certain amount of delay and expense which would otherwise be avoided.

172. In view of the carriage stock being inadequate—even for existing requirements—and of the defects in the present shops, it is very desirable that these should be the next removed to the new site at Chullora, more especially as the shops for the new electrical stock are at present being put up there.

173. Details of the staff engaged in the repairing of carriages are set out hereunder :—

Workshop or Running Shed.	Officers.	Clerical Staff.	Wages Staff.	Total.
Eveleigh Carriage Shops ... ..	39	27	1,213	1,279
Honeysuckle ... ..	...	...	46	46
Lismore ... ..	...	...	13	13
Sydney ... ..	3	4	90	97
<i>Metropolitan Division Running Sheds—</i>				
Thirroul ... ..	...	...	2	2
Hornsby ... ..	...	...	2	2
<i>Southern Division Running Sheds—</i>				
Goulburn ... ..	...	...	6	6
Harden ... ..	...	...	2	2
Cowra ... ..	...	...	1	1
Cootamundra ... ..	...	...	1	1
Junee ... ..	...	...	4	4
<i>Western Division Running Sheds—</i>				
Lithgow ... ..	...	...	5	5
Bathurst ... ..	...	...	8	8
Orange ... ..	...	...	1	1
Parkes ... ..	...	...	2	2
Dubbo ... ..	...	...	2	2
Nyngan ... ..	...	...	1	1
<i>Northern Division Running Sheds—</i>				
Broadmeadow ... ..	...	...	1	1
Tarce ... ..	...	...	1	1
Murrurundi ... ..	...	...	1	1
Narrabri West ... ..	...	...	1	1
Werris Creek ... ..	...	...	4	4
Armidale ... ..	...	...	2	2

### Wagon Shops.

174. The principal wagon shops are situated at Clyde. No building of new stock is carried out there, the whole of the works being devoted to wagon repairs. Most of the wagon repairing is done in the open—only one small shop, 166 feet long by 61 feet wide, with four roads, being reserved for extra heavy repairs. The other shops are devoted to wheel turning and to such blacksmith and carpentry work as is necessarily attached to wagon repairing. We are assured that, on account of the climate, it is unnecessary to have shops for wagon repairs, but we are of the opinion that at the principal wagon repair depôt more covered accommodation would be an advantage.

175. Certain repairs are carried out at different parts of the railway system, such as Enfield, Bathurst, Lismore, &c., and, so far as wagon repairs are concerned, this is an advantage, as it is very desirable to deal with them speedily and as near as possible to the place at which they are required.

176. The staff employed in connection with repairs to wagons is as follows:—

Workshop or Running Shed.	Officers.	Clerical Staff.	Wages Staff.	Total.
Clyde Wagon Shops ... ..	18	10	726	754
Honeysuckle ... ..	...	...	46	46
Lismore ... ..	...	...	12	12
Darling Harbour ... ..	1	...	39	40
Alexandria ... ..	1	...	17	18
<i>Metropolitan Division Running Sheds—</i>				
Enfield ... ..	...	...	29	29
Thirroul ... ..	...	...	2	2
Hornsby ... ..	...	...	3	3
<i>Southern Division Running Sheds—</i>				
Goulburn ... ..	...	...	8	8
Harden ... ..	...	...	4	4
Cowra ... ..	...	...	1	1
Temora ... ..	...	...	1	1
Cootamundra ... ..	...	...	2	2
Junee ... ..	...	...	7	7
Narrandera... ..	...	...	1	1
<i>Western Division Running Sheds—</i>				
Lithgow ... ..	...	...	7	7
Bathurst ... ..	...	...	20	20
Orange ... ..	...	...	2	2
Parkes ... ..	...	...	2	2
Dubbo ... ..	...	...	2	2
Nyngan ... ..	...	...	1	1
<i>Northern Division Running Sheds—</i>				
Broadmeadow ... ..	...	...	2	2
Taree ... ..	...	...	1	1
Murrurundi ... ..	...	...	1	1
Narrabri West ... ..	...	...	1	1
Werris Creek ... ..	...	...	5	5
Moree ... ..	...	...	1	1
Armidale ... ..	...	...	2	2

#### Multiplicity of Locomotive Types.

177. In visiting the workshops and running sheds and noticing the various types of engines, both ready for work and undergoing heavy and light repairs, one cannot help being struck with the great variety of types—some of which are very antiquated—and also with their dirty and untidy condition. Some of these engines have been in existence for fifty-nine years, and the average age of those on the line to-day, viz., 1,391, is twenty-two years. When it is pointed out that 39·38 per cent. of these engines have been built during the last ten and three-quarter years, it will be understood what ancient machines some of the remainder must be, with an average age of twenty-eight years.

#### New Locomotives and Maintenance Considerations.

178. During the period of ten years prior to and including June, 1923, the Commissioners have found it possible to increase their locomotives from 998 to 1,341, or 34·37 per cent. of the stock in 1913, and, in view of this, it is difficult to understand



understand the complaint of the great difficulty in getting materials, &c., for the necessary repairs and maintenance of their locomotives. A statement showing the increases is given hereunder :—

Twelve months ended June.	Number of Locomotives.	Miles open for traffic.
1913	998	3,930
1914	1,065	3,967½
1915	1,162	4,134½
1916	1,211	4,188
1917	1,275	4,437
1918	1,282	4,679½
1919	1,279	4,824½
1920	1,279	5,015½
1921	1,301	5,042½
1922	1,321	5,116
1923	1,341	5,317½
Inc. 1923 over 1913	34·37%	35·31%

It is true that in 1919 and 1920 nothing was done in the way of increasing the stock, and it may be assumed that at that time difficulties arose with regard to material, but in 1921 the stock again began to increase. The railway lines open for traffic, it will be noticed, have also increased by 35·31 per cent. in the same period. The opening and equipping of these lines for traffic must have meant a considerable usage of material of various kinds, and it might fairly be argued that the maintenance should have been of first importance. The Chief Mechanical Engineer himself states "that the whole locomotive position has been considerably influenced, firstly, by the incidence of the war and the high prices which obtained after the armistice and until quite recently."

#### Locomotive Branch Efficiency Factors.

179. In considering the Locomotive Department, there are three factors which stand out pre-eminently, and certainly require special consideration. These are (1) the high cost of maintenance, (2) the unusually large number of engine failures, and (3) the excessive coal consumption.

180. Maintenance costs can be reviewed from two points of view—by comparing a period in 1913 with 1923, and judging the results after making due adjustments for the increase in cost, both of wages and material, and also by using the maintenance figures of New South Wales and drawing a comparison with other railways, either in Australasia, in Great Britain, or even in America. The difficulty of justly comparing operations on railways working under different conditions is appreciated, but it is only by such comparisons that avenues of inquiry may be opened up.

181. As a result of our tours over the system and inspection of various running sheds, we are forced to the conclusion that high maintenance costs must be the consequence of the many classes of engines—some quite out of date—and the conditions under which they were being overhauled. It was quite common to see hot smoke-box doors, while an unusually large number of locomotives were seen with the gear taken down for heated or worn brasses, &c.

182. An examination of the costs fully justifies the conclusions at which we had arrived. Locomotive maintenance cost for the twelve months ended 30th June, 1914, was £612,521, and the stock of locomotives 1,065, giving an average cost per engine in stock of £575. For the twelve months ended 30th June, 1923, the maintenance cost was £1,671,400, the stock 1,341, and the average cost per engine £1,246. To the 1914 figures should be added the 1923 increased percentages in respect of the higher wages and dearer material. These are, wages 66·13 per cent. and material 69 per cent., making the maintenance cost £1,023,009 and the average cost per engine £961, which compares with the figure of £1,246, for the twelve months ended 30th June, 1923.

Cost



### Cost Comparison with 1914.

183. These figures show that the costs have increased, when worked out on a similar basis, as much as £285 per engine, and this unsatisfactory result follows the institution of a bonus system in 1917 and the expenditure of a large sum in new machinery. The only explanation given to us was the larger engines which had had to be repaired, but it must not be overlooked that those engines are the latest built, and ought to require a comparatively small amount of repair for some years after being put into traffic. If even the same cost per engine as in 1914 had been upheld—after due allowance for the higher wages and dearer material—the saving to-day would have been £396,435 per annum.

184. We now pass to the differences which may be discovered between the New South Wales cost and that of other railways in Australasia and in Great Britain. These are given in the following table :—

Maintenance of Locomotives, 1923.

Company.	Cost of Maintenance.	No. of Locomotives.	Average cost per Locomotive.	Revised on basis of English Costs.
	£		£	£
New South Wales ... ..	1,671,400	1,341	1,246	721*
Victoria... ..	669,666	789	849	491†
Queensland ... ..	457,974	698	656	380†
South Australia ... ..	394,437	494	798	462†
Western Australia ... ..	222,282	421	528	306†
New Zealand ... ..	501,172	639	784	454†
Great Western ... ..	2,043,309	3,944	518	.....
London and North-Eastern ...	3,742,859	7,398	506	.....
London, Midland and Scottish	5,358,986	10,292	521	.....
Southern ... ..	1,135,477	2,258	503	.....

\* This figure has been compiled on the basis of wages being 100 per cent. higher than in England and material 35 per cent.

† Reduced in the same ratio as in the case of New South Wales.

From the English costs must be deducted the cost of painting the locomotive.

185. The figures in the foregoing table show that the maintenance costs in New South Wales are high when compared with those of other railways. When questioned on these costs (Q. 2514), the Chief Mechanical Engineer said the only explanation he could give—outside the present methods of dealing with repairs and the ancient rolling-stock—was that more powerful engines had been put into service during recent years, and also that engines had been improved by superheating. As, however, we have previously pointed out, these larger engines are the latest built, and consequently should require small repairs, if any, to their boilers, and certainly be the lowest in general repairs on account of the short time they have been in traffic. Consequently the explanation given is one we cannot accept. So far as superheating is concerned, moreover, all the British railways have done more in this direction than the New South Wales railways.

### High Average Age of Boilers.

186. Reference has also been made to the fact that the water is bad, and that this has a serious effect on the locomotives. At the same time it is agreed that the matter has been investigated carefully, and that various methods have been adopted to deal satisfactorily with the water. While it is admitted that bad water is detrimental to effective and economical locomotive maintenance on any railway, the fact remains, as shown in the following table, that the life of the boilers condemned in 1923 averaged over sixteen years, this being a longer average life than is usual on British railways. Most railways have considerable trouble with water on various parts of their system, with which they have to deal to prevent disastrous results, but, from the evidence we have received, and our own observations, we cannot agree that this is a sufficient reason for the relatively high maintenance costs.

Details



## Details of Boilers Condemned--Year ended 31st December, 1923.

Boiler No.	Class.	Date Condemned.	Age.		Boiler No.	Class.	Date Condemned.	Age.	
			Years.	Months.				Years.	Months.
784	T.	2nd Jan.	15	...	440a	L.	17th May	15	8
473a	P.	2nd Jan.	18	6	408a	B.	26th May	19	...
278a	D.	2nd Jan.	20	3	450a	O.	12th June	20	...
65a	B.	8th Jan.	15	8	34a	CG.	28th June	18	...
532	T.	8th Jan.	17	10	389a	B.	13th July	16	7
659a	S.	11th Jan.	14	5	265a	D.	13th July	18	10
763	T.	17th Jan.	14	6	475a	P.	19th July	14	3
279b	D.	24th Jan.	18	6	30a	E.	25th July	16	1
229a	B.	20th Jan.	19	2	682	P.	2nd Aug.	17	9
270a	D.	18th Jan.	20	1	820a	S.	30th July	11	2
629	T.	25th Jan.	19	6	1013	S.	1st Aug.	10	8
52a	M.	3rd Feb.	16	6	460a	P.	7th Aug.	17	8
37a	E.	3rd Feb.	16	3	305a	L.	13th Aug.	20	8
474a	P.	8th Feb.	16	9	1000	S.	20th Aug.	11	2
55a	B.	8th Feb.	16	4	692	P.	1st Sept.	17	8
687	P.	24th Jan.	17	3	114b	A.	18th Sept.	14	10
807	S.	14th Feb.	14	7	1010	S.	17th Sept.	10	11
7a	P.	17th Feb.	16	10	729	T.	17th Sept.	16	...
519a	P.	19th Feb.	18	5	996	S.	2nd Oct.	11	6
467a	P.	27th Feb.	18	5	151a	C.	15th Oct.	19	7
388a	D.	27th Feb.	16	1	177a	CG.	15th Oct.	21	7
479a	P.	27th Feb.	18	5	697	P.	15th Oct.	16	...
832	P.	5th Mar.	13	11	782	T.	15th Oct.	15	...
110a	A.	6th Mar.	16	10	334a	D.	18th Oct.	20	3
242a	B.	12th Mar.	20	...	718	P.	26th Oct.	12	2
813	S.	10th Mar.	13	3	660a	S.	29th Oct.	15	2
16a	E.	19th Mar.	16	1	681	P.	31st Oct.	17	10
209a	B.	21st Mar.	19	10	850	P.	8th Nov.	14	...
410a	B.	28th Mar.	19	9	424a	E.	12th Nov.	13	5
508a	P.	14th Apr.	14	8	861	T.	17th Nov.	14	7
759	T.	2nd May	14	10	930	N.	21st Nov.	13	9
752	T.	7th May	12	11	1005	S.	4th Dec.	11	5
683	P.	12th May	17	8	1016	S.	15th Dec.	11	...
674	T.	12th May	19	6					

Total—67 boilers.

Average age 16 years 4 months.

**Engine Failures.**

187. The question of engine failures requires close attention. A failure is measured in railway practice when time is lost by a train due to the engine having some defect which prevents it from keeping the scheduled time, no matter what the cause may be. This is usual on most railways, and on those in New South Wales if a passenger train loses five minutes, or a freight train ten minutes, through the fault of the locomotive, a failure is recorded against it. On the London and North-Eastern Railway, Great Britain, with which line we propose to make comparisons, the practice is five minutes delay all round—both passenger and freight.

188. The comparison is by the number of failures to the train miles run. On the New South Wales railways the train mileage has added to it light and assisting miles, while on the British railway both these are eliminated. This gives a greater advantage in mileage to the Australian railways, while they also get the allowance of ten minutes instead of five so far as freight trains are concerned. The figures are for the twelve months ended 30th June, 1923, in the case of New South Wales, and for the London and North-Eastern Railway the year 1923. They show that in New South Wales there was one failure for every 4,225 miles run, and in the case of the British railway one failure for every 39,863 miles run. This confirms the opinion we had formed when considering the condition of the locomotives that the failures would be high.



189. Bad water is given as one of the reasons for these failures, but, in our view, the water which causes failures can be dealt with. It was stated in evidence by the Chief Mechanical Engineer (Q. 2581) that means had been taken to deal with the water at various places.

190. In a statement handed in by the Australian Federated Union of Railwaymen they draw very forcible attention to the dirty condition of engines and point out the impossibility of making a close examination. Our own observation bears this out.

191. The question of lubrication has been raised and careful consideration has been given to the points brought out. In all the circumstances we see no reason to make any departure from the practice now adopted, which appears to give satisfaction to the Chief Mechanical Engineer.

192. Notice must be taken of the spring failures, which appear to be unusually high. In ten months there were found broken in the locomotives of New South Wales 2,912 springs, and, as will be seen from the evidence of the Chief Mechanical Engineer, he does not consider it a large quantity (Q. 2563). We can hardly agree with this. What is exactly the cause should be the subject of very serious investigation, as we feel confident that means can be found to reduce this number very materially.

#### Coal Consumption.

193. In dealing with the question of coal consumption, it was found that no system is in force for the weighing of coal to be used by locomotives. This is also brought out in the evidence given by the Chief Mechanical Engineer (Q. 2586A). He stated (Q. 2593) that the existing practice is to accept the estimate of the fuelman who puts the coal on the tender. No kind of record is kept of his estimate and little reliance can, therefore, be attached to it from the point of view of estimating coal consumption for any particular engines. In our opinion it is both desirable and necessary to introduce a means by which coal supplied to individual locomotives can properly be weighed or closely estimated. This should not involve any great expense, and we are convinced that some expenditure would be justified by the results obtained.

#### Comparative Costs of Coaling Engines.

194. The method adopted in regard to the placing of coal upon the tenders varies at several of the depots. In certain instances the coal is loaded by hand from truck or stage; in others, hand-filled skips are tipped to the tender; again bunkers are filled by conveyor belts and the coal gravitates to the tenders by chutes, &c., as will be seen from the statement set out hereunder:—

Handling of Coal, May, 1924.

Depôt.	Method of Loading Coal into Tender.	Tonnage placed on Tenders.	Handling Costs per ton.
Eveleigh Elevator ...	Bunker filled by conveyor belt—Gravitates to tender by chutes.	19,953	d. 4·7
Eveleigh ...	Hand-filled skips tipped to tender ...	5,045	23·2
Hurstville ...	By hand from truck or stage to tender ...	726	11·4
Homebush ...	By hand from truck or stage to tender... ..	807	10·3
Sydney ...	By hand from stage to tender ... ..	2,255	17·2
Enfield ...	Coal bunker filled by trucks propelled up ramp and coal gravitates to tender by chute.	9,573	3·1
Penrith ...	Coal bunker filled by conveyor buckets. Gravitates to tender by chute.	1,023	6·4
Valley Heights ...	Coal bunker filled by trucks propelled up ramp, and coal gravitates to tender by chute.	1,642	2·8
Thirroul ...	Coal bunker filled by trucks propelled up ramp, and coal gravitates to tender by chute.	2,422	2·1
Clyde ...	By hand from truck or stage to tender ... ..	1,547	18·8
Hornsby ...	By hand from truck or stage to tender ... ..	3,263	17·5
Milson's Point ...	By hand from truck or stage to tender ... ..	1,199	11·8
Picton ...	By hand from truck or stage to tender ... ..	484	17·3
	Total, Metropolitan ... ..	49,939	8·5



Handling of Coal—*continued.*

Depot.	Method of Loading Coal into Tender.	Tonnage placed on Tenders.	Handling Costs per ton.
South Goulburn ...	Coal bunker filled by trucks propelled up ramp, and coal gravitates to tender by chute.	2,965	d. 5·8
Goulburn ...	Priestman's Coal Crane, with grab and buckets (partly by hand).	2,778	11·9
Harden ...	Coal bunker filled by trucks propelled up ramp, and coal gravitates to tender by chutes.	3,760	1·8
Demondrille ...	Coal bunker filled by trucks propelled up ramp, and coal gravitates to tender by chute.	1,878	2·4
Cowra ...	Coal bunker filled by truck propelled up ramp, and coal gravitates to tender by chutes.	1,987	1·9
Cootamundra ...	By hand from truck or stage to tender ... ..	912	11·7
Temora ...	By hand from truck or stage to tender ... ..	721	16·4
June ...	By coal crane with buckets, and partly by hand ... ..	5,344	18·1
Albury ...	By hand from truck or stage to tender ... ..	750	16·4
Culcairn ...	By hand from truck or stage to tender ... ..	418	12·8
Narrandera ...	By hand from truck or stage to tender ... ..	716	11·6
Total, Southern ... ..		22,229	9·5
Lithgow ...	Hand-filled coal skips tipped to tender from elevated stage...	5,612	11·3
Wallerawang ...	By hand from truck or stage to tender ... ..	743	15·0
Mudgee ...	By hand from truck or stage to tender ... ..	904	12·4
Bathurst ...	Hand-filled coal skips tipped to tender from elevated coal stage.	4,158	14·7
Orange ...	By coal crane with clam-shell bucket (partly by hand) ...	1,356	13·9
Parkes ...	By hand from truck or stage to tender ... ..	988	16·2
Wellington ...	By air hoist, and buckets hand filled ... ..	1,496	13·8
Dubbo ...	By hand from truck or stage to tender ... ..	1,508	15·4
Nyngan ...	By hand from truck or stage to tender ... ..	575	13·8
Total, Western ... ..		17,340	13·5
Broadmeadow ...	Coal bunker filled by trucks propelled up ramp, and gravitate coal to tender by chute.	12,176	5·1
Singleton ...	By hand from truck or stage to tender ... ..	762	14·0
Port Waratah ...	Coal bunker filled by trucks propelled up ramp, and gravitate coal to tender by chutes.	5,801	1·6
Taree ...	By hand from truck or stage to tender ... ..	2,664	15·0
Murrurundi ...	By hand from truck or stage to tender ... ..	934	21·4
Werris Creek ...	Coal bunker filled by trucks propelled up ramp, and gravitates coal to tender by chute.	5,565	4·4
West Tamworth ...	By hand from truck or stage to tender ... ..	294	12·7
Narrabri West ...	By coal crane and clam-shell buckets (partly by hand) ...	1,272	12·2
Moree ...	By hand from truck or stage to tender ... ..	481	16·6
* Armidale ...	By "Holman" coaling plant conveyor belt to bin, and gravitates to tender.	2,741	15·4
Tenterfield ...	By hand from truck or stage to tender ... ..	790	22·6
Total, North ... ..		33,480	7·4
Grand Total ... ..		122,988	9·1

\* Armidale is also supplied with coal crane and clam-shell bucket.

195. It will be observed that the handling costs per ton of coal placed on the tenders differs very considerably at the several depots, ranging in respect of the month of May, 1924, from 1·6d. at Port Waratah, where the coal bunker is filled by trucks propelled up the ramp, the coal gravitating to the tender by chutes, to 23·2d. at Eveleigh, where hand-filled skips are tipped to tender. In our opinion it is desirable to arrange as far as possible for the standardisation of the method of loading coal into tenders, and as, generally speaking, the handling costs appear to us to be excessive, we consider that close attention should be given to this point.

Cost

**Cost of Coaling Appliances.**

196. The cost of coal loading appliances is set out below :—

Depot.	Nature of Appliance.	Capacity of Bunker.	Cost of Appliance.	Remarks.
		tons.	£	
Eveleigh Elevator ...	Bunker filled by conveyor belt. Coal gravitates to tender by chutes.	1,500	20,703	The only mechanical handler on the system.
Enfield ...	Bunker filled by trucks propelled up ramp. Coal gravitates to tender by chute.	1,600	15,013	.....
Valley Heights ...	" "	300	6,294	.....
Thirroul ...	" "	400	4,871	.....
Demondrille...	" "	1,000	20,024	Also includes expenses in connection with ash handling pits, &c.
South Goulburn ...	" "	800	13,603	Expensive earthworks necessary.
Harden ...	" "	1,200	10,527	.....
Cowra ...	" "	800	11,927	.....
Broadmeadow ...	" "	1,000	14,343	.....
Port Waratah ...	" "	550	7,623	.....
Werris Creek ...	" "	800	9,902	.....

197. Excluding the Eveleigh Elevator, the cost of the appliances installed amounted to £114,127, and the coal placed on tenders during May, 1924, at the ten depots enumerated was 47,769 tons, the handling costs averaging 3·65d. per ton. At the other depots (excluding Eveleigh Elevator) the coal placed on tenders was 55,266 tons, and the handling cost 15·42d. per ton. The difference in the costs is so noticeable that it would appear desirable for immediate consideration to be given the installation of these appliances at certain other depots, especially where large quantities of coal are handled as at Hornsby, Sydney, Dubbo, Clyde, Taree, &c.

**Coal Consumption Comparisons.**

198. As a means of emphasising our view that the coal consumption on the New South Wales Railways is excessive, comparisons have been made on an engine mile basis with certain other railways in Australasia and in Great Britain, with the following result :—

Consumption of Coal, 1923.

Company.	lbs. per Engine Mile.
New South Wales ...	85·18
Victoria ...	73·19
Queensland ...	60·70
South Australia ...	51·43
Western Australia ...	93·80
New Zealand ...	56·76
Average, Australasia	72·00
Great Western ...	46·19
London and North-Eastern ...	58·05
London, Midland, and Scottish ...	58·61
Southern ...	45·71
Average, Great Britain	54·85

199. When it is realised that if the coal consumption per engine mile in New South Wales had been at the same rate as the average for Australasia—the latter being much higher than the average for Great Britain—the annual saving would be at the rate of £122,258, it will be recognised that there is urgent need for considerable improvement.

200. The reasons given for the excessive consumption of coal in New South Wales are :—(1) The large tractive effort of the engines; and (2) the difficult roads to be negotiated both with regard to curves and grades. These reasons, however, do not appear to us to justify the high coal consumption.

**Tractive**



**Traction Effort in Relation to Coal Consumption.**

201. The traction effort on the New South Wales Railways is 23,751 lbs. (Q. 2603), and on the London and North-Eastern Railway 20,120 lbs. Increasing the coal consumption figure on the latter railway in the same ratio as the traction effort bears to that of the New South Wales Railways, the result would be a consumption of 68.53 lbs. per engine mile, as against 85.18 lbs. in the case of New South Wales. It will be seen that the difference is still considerable, and, on the engine mileage run during the twelve months ended 30th June, 1923, there would have been a saving of £154,446 if the New South Wales consumption had been on the same level as the amended L. and N.E.R. figure.

**Curves and Grades.**

202. We do not overlook the difficulty of a frequent decrease or increase of load over varying grades, but if all possible regard be had to the grades and curves of the sections over which engines have to run, we are of opinion that the coal consumption per engine mile, as compared with other systems, is not accounted for by the physical aspect of the New South Wales Railways. There is no doubt a certain amount of punishing of engines—due in all probability to the age of a number of them rendering them unfit for strenuous service—and this is reflected in the number of burnt smoke-box doors we have observed, while it has a bearing not only upon maintenance costs, but also upon coal consumption.

203. It will be seen in the evidence given by the Chief Mechanical Engineer (Q. 2596) that he is not at all satisfied with a comparison made on an engine mile basis. The coal consumption per 1,000 gross ton-miles, which he suggested as a more accurate basis of comparison, is not kept on the railways of Great Britain, but, as the Chief Mechanical Engineer had referred to the Eastern District of the United States of America (Q. 2606), as being more nearly comparable with the railways here, we have obtained the figures relating to that district, the comparison being as follows:—

Consumption of Coal per 1,000 Gross Ton-miles (including Engine and Tender).

	lbs.
Eastern District of United States of America ... ..	159.00
Western District of United States of America ... ..	160.00
Southern District of United States of America ... ..	165.00
Average—United States (Class 1 Railways) ... ..	161.00
New South Wales Government Railways ... ..	290.33

204. Steam blowing from packing and various parts of the locomotives, as also from wasting steam through the safety valves, the latter due to neglect in having the steam pressure too high, add to the coal consumption. We have noticed a very large number of engines wasting steam in this way, and suggest that special instructions be given to prevent such unnecessary consumption.

205. We are undoubtedly of opinion that the consumption of coal is excessive, and that no means exist of discovering which locomotives or groups of locomotives are the worst offenders, inasmuch as no attempt is made to find out the coal consumption except as a whole. As this is a weakness which should be cured before it develops more seriously, we recommend that careful consideration should be given to the question, as we are confident the coal consumption can be reduced.

**Coaching Stock.**

206. We are of opinion that the railways are inadequately equipped with coaching stock at the present time, and this is borne out by the evidence of the Chief Mechanical Engineer and the Chief Traffic Manager. The Chief Mechanical Engineer states further that, by the end of 1926, the Commissioners anticipate obtaining 300 suburban carriages for the electrical service, by which time they expect to dispose of an equal number of old vehicles. It is true that the seating and standing accommodation of the new stock will be greater than that which will



will be retired, nevertheless, if electrification bears out past experience—and traffic density increases as a direct consequence of improved facilities—then the better seating accommodation will not put the Department in any stronger position so far as stock is concerned.

207. There are at the present time 107 different types of coaching stock, some of which are very old and should be replaced. The Chief Mechanical Engineer in his evidence (Q. 2867) stated that he expects to reduce these to twenty different classes. In view of this, it must be acknowledged that a number of carriages should be built without delay over and above those to be used on the electrical service.

208. It has already been pointed out that the shops are quite unfit to deal with the maintenance and renewals required at present, and, as the number of vehicles should be increased, the position will become more acute. The building of new carriage shops at Chullora is, therefore, vital, and cannot be too strongly urged.

209. The cost of maintaining the carriage stock is high, as will be seen from the following particulars:—

Maintenance of Coaching Vehicles—1923.

Company.	Cost of Maintenance.	No. of Coaching Vehicles.	Average cost per Vehicle.	Revised on basis of English Costs.
	£		£	£
New South Wales ... ..	419,789	2,188	192	112*
Victoria ... ..	405,252	2,587	157	92†
Queensland ... ..	151,663	1,042	146	85†
South Australia ... ..	128,491	716	179	104†
Western Australia ... ..	60,141	485	124	72†
New Zealand ... ..	191,774	1,498	128	74†
Great Western ... ..	809,984	10,139	80	.....
London and North Eastern ... ..	1,804,814	21,218	85	.....
London Midland and Scottish ... ..	1,998,406	26,603	75	.....
Southern ... ..	715,561	10,073	71	.....

\* This figure has been compiled on the basis of wages being 100 per cent. higher than in England and material 35 per cent.  
† Reduced in the same ratio as in the case of New South Wales.  
From the English costs must be deducted the costs of painting the vehicles.

210. In his evidence, the Chief Mechanical Engineer quoted a figure of £112 (Q. 2822) as the average cost per vehicle for the coaching stock in Great Britain. He has, however, since agreed that he had included items which were not at all comparable, and the figure as now accepted stands at £80. No doubt, if suitable shops were provided and the old stock replaced, a considerable reduction in the maintenance costs would result.

Wagons.

211. It is not the practice for the Railway Department to build new wagons. When they are required, the construction is let out to contractors who deliver the trucks as early as possible. The Estimates, however, are passed so late in the year that, as the contractors have to get their material from abroad, it seems from the evidence given by the Chief Mechanical Engineer that sufficient trucks cannot be procured. We consider this should be obviated, but, in view of the comparatively small number required annually to keep up the stock, it would not be economical to build and equip shops to carry out their own manufacture.

212. The erection of shops and equipping them with up-to-date machinery for the economic building of wagons would involve a very considerable outlay, and, unless the shops were constantly filled with work, a large capital would necessarily remain idle. This would more than outweigh any extra cost which might be incurred through the purchasing of trucks from outside sources, and we think improved purchasing arrangements, in anticipation of requirements, should be introduced.



213. It has been brought out in evidence that at certain periods of the year—especially during droughts—there is a shortage of sheep trucks. This requires careful attention and it is thought that consideration might with advantage be given to the designing of a combined truck to get over the difficulty. It is, however, desirable in developing a vehicle of this description that it should have the approval of the traders who are going to make use of it, and they should be consulted both during the design of the truck and its trial before putting any number of them in hand.

214. On some railways trucks with end doors are used, thus enabling cattle to be loaded at one end of a train and run through from truck to truck. The suitability of such a method for New South Wales might well be considered. Ordinary open goods wagons have on occasion been used, and, although causing certain suffering, have eased the position in the movement of starving stock.

215. The Chief Mechanical Engineer in his evidence (Q. 2929) gave a figure of £11. 8s. as the average maintenance cost per wagon in Great Britain. Here, again, he subsequently agreed that he had included items which were not at all comparable. The figure as now accepted is £7. 4s. In the Chief Mechanical Engineer's evidence (Q. 2930) reference is made to various comparisons between Great Britain and New South Wales, but it was later agreed that the figures were not accurate. It will be observed from the following comparison that the maintenance cost per wagon is higher in New South Wales than elsewhere in Australasia, with the exception of Victoria, and is higher than in Great Britain :—

Maintenance of Goods Wagons (excluding service vehicles) year 1923.

Company.	Cost of Maintenance.	No. of Goods Wagons.	Average cost per Wagon.	Revised on basis of English Costs.
	£		£	£
New South Wales	429,186	21,577	20	12*
Victoria	393,190	19,211	20	12†
Queensland	188,467	13,840	14	8†
South Australia	154,606	9,231	17	10†
Western Australia	85,773	9,670	9	5†
New Zealand	343,847	25,576	13	8†
Great Western	744,530	86,249	9	.....
London and North Eastern	2,914,029	281,748	10	.....
London Mid. and Scottish	1,921,979	302,550	6	.....
Southern	305,669	35,905	9	.....

\* This figure has been compiled on the basis of wages being 100 per cent. higher than in England and material 35 per cent.

† Reduced in the same ratio as in the case of New South Wales.

216. The wagon stock generally is in very good condition, and, in connection with the comparisons made, consideration should be given to the fact that the average carrying capacity of the New South Wales wagons is greater than on some of the railways quoted. It should also be borne in mind that all freight vehicles in New South Wales are fitted with automatic brakes. This does not apply generally in the case of the British railways, and would have an effect upon maintenance costs.

#### Automatic Couplings.

217. It was decided to adopt the automatic coupling in Australia with the expectation of being able to increase the loads and to deal with the coupling and uncoupling of trains in a more rapid manner than at present. It was also expected to reduce the total weight of the vehicle and the maintenance costs. This form of coupling had been decided upon in conference between the Commissioners of the various States, and the necessary alterations are being carried out as funds permit in each of the States. We have looked through the correspondence and have examined the coupler, and are satisfied that everything possible is being done having regard to the funds at the disposal of the Department.



### High Maintenance and Running Costs.

218. It will be noted from the foregoing remarks that the maintenance costs, failures, and coal consumption so far as locomotives are concerned are considered high. This is largely attributable to the fact that many of the engines are old and obsolete. They are, therefore, not up to their work and should have been renewed some years ago. It is not wise to keep locomotives in existence by indefinitely renewing their various parts. This was an old practice but experience has taught railway managers that it is undesirable and in every way uneconomical. The only way adequately to meet the necessary changes due to obsolescence and other causes is to wholly renew a certain number of locomotives annually or, on the basis of the expected life of the stock, allocate a sum every year to a reserve fund in order to meet renewals as and when it is convenient to carry them out.

219. Part II of the Report makes reference to the absence of any renewal fund to provide for obsolescence and wasting assets. After having given careful consideration to the utility life of rolling-stock, we have come to the conclusion that, on the New South Wales Government Railways, the renewal life of a locomotive should average thirty-five years, for coaching stock twenty-eight years, and for wagons twenty-five years. The capital cost of locomotives in 1923, was £6,937,260, carriages £3,514,054, and wagons £5,224,316. On the utility life bases mentioned above, and on the capital value of the stock in existence in 1923, this would mean the setting aside of £198,207 annually in respect of locomotives or the provision of thirty-eight engines; the setting aside of £125,502 in the case of coaching stock, or the provision of seventy-eight vehicles; and £208,973 in the case of goods stock, or the provision of 939 new wagons, making a total of £532,682. As we have emphasised elsewhere, nothing like a sufficient amount has been spent on renewals, and we understand this has been largely influenced, so far as locomotives and carriages are concerned, by the proposed electrification of the suburban lines which will release 157 engines and 300 carriages.

220. It is also absolutely essential that adequate workshops should be provided in order to deal with locomotive repairs at headquarters, as it is not economy to carry out repairs at small and outlying shops scattered over the line where various methods may be adopted, and where the constant supervision of those in responsibility at headquarters is impossible. It may be difficult and unnecessary to build new locomotive shops at once, and it would probably be wise, after moving the boiler shops and also the carriage shops to Chullora, to rearrange Eveleigh, and concentrate the repairs at that place, in the meantime purchasing new locomotives outside.

221. In the course of time the locomotive works should also be moved to the new site and laid out in such a way as to allow of all the repairing and building to be carried out there. Until this is done and the old stock replaced, little hope may be expected of any considerable reduction in the maintenance costs so as to be able to compare satisfactorily with an up-to-date and well-equipped railway. The number of engine failures on the New South Wales Railways should also be brought down to a normal basis with improved maintenance. Further reason for the abnormal quantity of failures which exists at present is the fact that there is an insufficiency of locomotives to deal with the work, as shown by the small number in reserve and the large proportion under repairs or waiting to go into the shops. An improvement in this respect will also have to be made before satisfactory results can be expected.

222. It is also noticeable that some of the engines with small wheels of 51 inches diameter are timed to run at too high a speed, and this, coupled with the rough roads that have to be traversed in certain sections, probably tends to break the springs and wear out the moving parts.

223. The excessive coal consumption is due no doubt to the difficulty in maintaining the engines, but, apart from this, arrangements should be made so as to enable those responsible to have definitely brought before them the classes of engines and also the depots which are the highest users of coal.

224. In concluding this Section we desire to emphasise the fact that out of the total working expenditure, the department supervised by the Chief Mechanical Engineer spends at least 50 per cent. On the New South Wales Railways in



in 1923, although nothing was spent for renewals, a sum of £5,247,980 is shown as the cost of the Chief Mechanical Engineer's Department out of a total expenditure of £10,649,974. This conclusively shows that special attention must at all times be paid to this Department, as it is vital, in the highest interests of the undertaking, that the Mechanical Engineering Branch should be governed in the most approved and economical way.

#### Proposed Standard Locomotives.

225. The number of different classes of locomotives is thirty-nine (Q. 2478), many of them being of obsolete types. It has, therefore, been essential to consider what types should be perpetuated so far as can be determined with a knowledge of the traffic, and the gradients and curves of the railways over which it has to be hauled. The conclusion we have arrived at, after going into the matter carefully with the Chief Mechanical Engineer, is that the engines which might be standardised as useful and of modern construction could be reduced to ten different classes. Eight classes now existing are enumerated as follows and are shown in diagrammatic form:—

	Class.	No.
Passenger.	S	145
	P	191
	N	5
	NN	35
	NN2	25
Total Passenger ...		401
Goods.	T	280
	TF	190
	K	150
Total Goods ...		620
Grand total ...		1,021

226. There are to-day 1,391 engines, of which thirty-four are not worth repairing and twenty are used by the engineer on construction work, thus leaving 1,337 for the purpose of working the traffic. This would mean that 316 would be left as old obsolete engines at present in traffic which would not be considered as standards. Of these, 157 will be thrown out of traffic when the electric scheme in connection with the new bridge is finished and the lines up to Hornsby, Parramatta, Bankstown and Sutherland are electrified, thus leaving 159 to be replaced, which should be done within the next four years. At the end of this time a standard class of engine will be adopted, and the costs of maintenance, &c., which are now high, should then be greatly reduced.

227. Amongst the ten standard classes will be two newly designed locomotives, one passenger and the other goods, which will deal with the heaviest class of traffic, and which appear to be in every way suitable. The designs of these have been examined and substantially approved by us. They will be powerful engines, and, so far as can be seen, should be able to deal satisfactorily with the heavier class of traffic carried over the New South Wales Railways. Diagrams of these are also shown.

#### Standard Carriages.

228. There are at present 107 types of coaching stock. These have been considered very carefully and, so far as passenger-carrying vehicles are concerned, it is our opinion that they might be reduced to eight different designs which are shown in diagrammatic form. Those selected as the future standard are of the latest types, but it will take many years to get these established, as the total passenger-carrying stock to-day is 1,760, made up of eighty-nine sleeping cars, 710 ordinary main line, and 961 suburban coaches. The number of those in the standard types is 210, leaving 1,550 to be replaced. A large number of these will be replaced with the new suburban electric service, but it will



will still leave many to be dealt with in course of time. From an economic standpoint, the aim should be to reduce the standards to as few as possible, and, when they can be brought down to our proposals, considerable saving should result, while the Traffic Department would be assisted materially.

#### **Electric Traction essential for dense Suburban Traffic.**

229. Electric traction has been carried out in many countries, and, from an operating point, with complete success in every case. It has not always, in the first instance, been adopted with the hope of immediate financial reward, but for the reason that on urban and suburban lines conditions have arisen with which steam traction cannot effectively cope. If the transport needs of the public are to be met in thickly populated areas, speedy and constant train services must be provided by those responsible.

230. The growth of suburban travel and requirements, especially at the rush hours, is so great that it can only be met by trains carrying a large number of passengers at frequent intervals. It, therefore, requires a means of transport giving quick acceleration and high speed, while, from the point of view of economical working, it is desirable that trains may readily be divided and run in smaller units at such times as the traffic requirements are relatively light. This necessity is met by substituting electric for steam traction, and it has usually been found that electric working leads to substantial economies in operation and other incidental advantages which in the end fully justify the capital outlay necessitated by the change. It may also be stated that, where heavy gradients exist, electric traction is most advantageous as the maximum power and even over load can be exerted without doing any harm to the machine. This cannot take place with the steam locomotive, as great care has to be exercised in order that the steam may not be allowed to drop.

#### **City and Suburban Railway.**

231. The New South Wales Railway system around Sydney lends itself in a most remarkable way to electrification, from its dense and congested traffic, its steep gradients, and the proximity of coal-fields. It has long been realised by the Railway Commissioners that the ever-increasing growth of the passenger requirements in and around Sydney must be met by improved railway and tramway services, and various Royal Commissions have been appointed to consider the matter and report thereon. It is understood this dates back as far as 1890, but nothing was finally submitted to Parliament until the end of 1915, when a part only of the scheme was sanctioned. This scheme, which was prepared by Mr. Bradfield, was for the City and Suburban railway to be electrically operated.

232. The work was commenced under an agreement with Messrs. Norton Griffiths & Co., in 1916, but, on the agreement terminating in May, 1917, work was resumed under the control of the Railway Commissioners. This continued only until July of that year when it was stopped by the direction of the Government. The work was again started in February, 1922, but with authority for only a part which is progressing at a very slow rate, and is only dealing with a section of the City railway barely sufficient to accommodate the traffic from one of the suburban systems. As only the eastern portion of the City railway has been authorised, great difficulty would have been experienced in crossing western traffic over eastern tracks, and, therefore, it has become necessary in the first place to electrify the most easterly lines, viz., the Illawarra, instead of those between Sydney and Strathfield, over which the traffic density is greatest.

233. A study of the map showing the original proposals instances clearly how valuable would have been the immediate electrification of :—

Main Suburban Lines to Parramatta.  
Strathfield to Hornsby.  
Hornsby to Milson's Point.  
Illawarra to Sutherland.





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PACIFIC

Electrification Extends to  
National Park & Waterfall





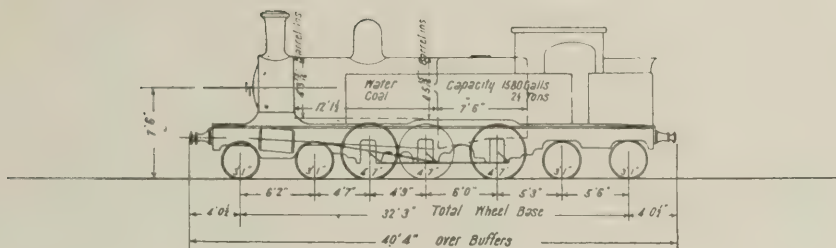
### REFERENCE

- Existing Lines to be Electrified shown thus
- Authorised " " " " " "
- Proposed " " " " " "
- First Stage of Electrification " " " "
- Second " " " " " "

00K  
3000K



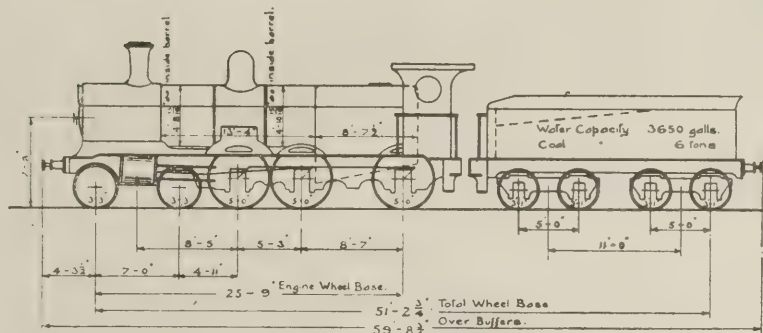
N.S.W.G.R.



	T.C.Q	T.C.Q	T.C.Q	T.C.Q	T.C.Q	T.C.Q
Weight Empty	12-14-3	11-14-2	12-10-1	10-6-0	10-9-1	57-14-3
Down Steam	13-17-3	13-7-0	14-16-3	14-2-2	15-19-1	72-3-1

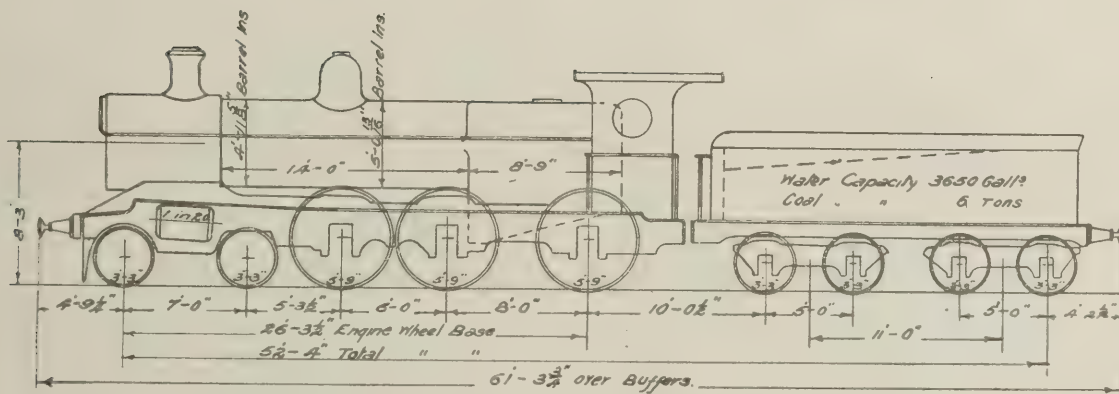
Cylinders--18" x 24 stroke. Slide Valve Tractive Power--19120lbs. Grate Area--24sqft B.P.=160lbs/sq  
 Boiler Heating Surface (sqft) Firebox--118 Tubes--1334 Total--1452  
 Suburban Passenger Engine--S Class.

N.S.W.G.R.



Cylinders--21" x 26 stroke. Piston Valve--9" Tractive Power--26000lbs. Grate Area--27sqft B.P.=160lbs/sq
Boiler Heating Surface (sqft) Firebox--130 Tubes--1354 Sup. Heater--429 Total--1913
Passenger Engine--P Class.

N.S.W.G.R.

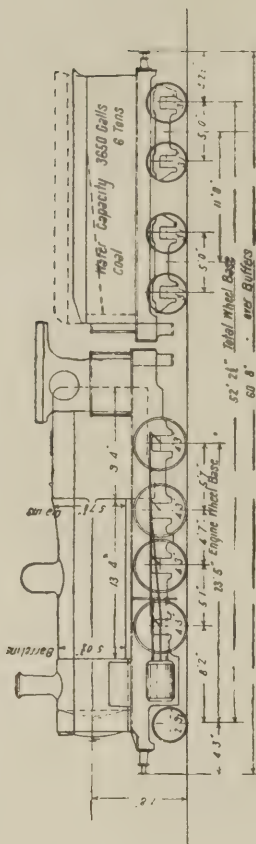


Height Empty	T.C.Q	T.C.Q	T.C.Q	T.C.Q	T.C.Q	T.C.Q	T.C.Q	Total
7-18-0	7-15-2	5-2-2	15-15-0	13-10-0	10-0-2	10-3-2	80-7-0	
in steam 9-4-0	9-6-0	16-0-0	16-13-0	16-5-0	21-12-0	19-12-0	108-12-0	

Cylinders--21" x 26 stroke. Piston Valve--9" Tractive Power--26649lbs. Grate Area--26.9sqft B.P.=180lbs/sq  
 Boiler Heating Surface (sqft) Firebox--155 Tubes--1468 Sup. Heater--436 Total--2059  
 Passenger Engine--N Class.

Standard Locomotives Existing Types.

N.S.W.G.R.

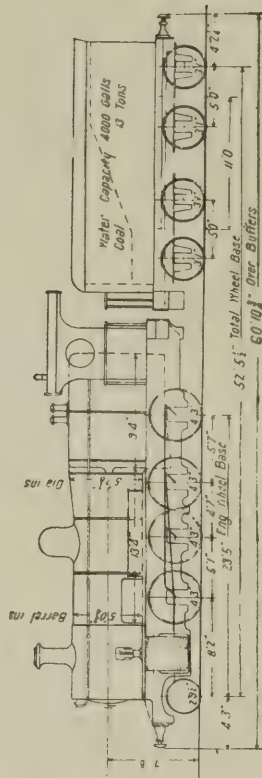


	T.C.Q.	T.C.Q.	T.C.Q.	T.C.Q.	T.C.Q.	T.C.Q.	T.C.Q.
Weight Empty	670	1312	1370	1450	1470	1017	952
Do in Steam	6180	14140	14700	15700	16100	18130	18390
4000 galls. Tender.							12470

Cylinders -- 22 1/2 stroke Piston Valve -- 10 1/2 Tractive Power -- 33600 lbs. Grate Area -- 2875 sq ft. B.P. = 160 lbs/sq in.  
Boiler Heating Surface (sq ft) Firebox -- 174 Tubes -- 1583 Sup. Heater -- 446 Total -- 2203

Goods Engine -- TF Class.

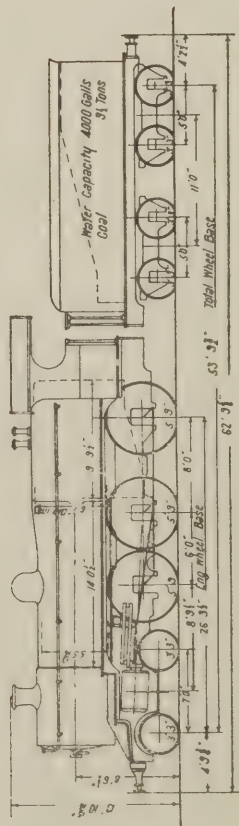
N.S.W.G.R.



	T.C.Q.	T.C.Q.	T.C.Q.	T.C.Q.	T.C.Q.	T.C.Q.	T.C.Q.
Weight Empty	6103	14112	14132	15183	15191	12553	11153
Do in Steam	6183	15193	16191	16193	1752	2742	26113
22 1/2 stroke Piston Valve -- 10 1/2 Tractive Power -- 33600 lbs. Grate Area -- 2875 sq ft. B.P. = 160 lbs/sq in.							12791
Boiler Heating Surface (sq ft) Firebox -- 174 Tubes -- 1583 Sup. Heater -- 446 Total -- 2203							2203

Goods Engine -- K Class.

N.S.W.G.R.



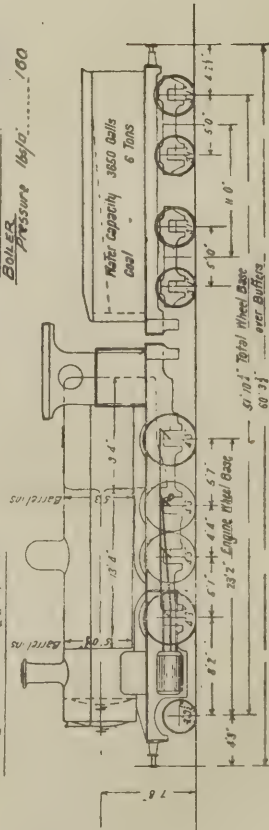
	T.C.Q.	T.C.Q.	T.C.Q.	T.C.Q.	T.C.Q.	T.C.Q.	T.C.Q.
Weight Empty	8142	10700	15170	17110	17160	10300	9182
Do in Steam	9120	9120	19190	20000	19190	23400	25130
22 1/2 stroke Piston Valve -- 10 1/2 Tractive Power -- 29186 lbs. Grate Area -- 3055 sq ft. B.P. = 180 lbs/sq in.							2782
Boiler Heating Surface (sq ft) Firebox -- 195 Tubes -- 2040 Sup. Heater -- 547 Total -- 2782							2782

Passenger Engine -- NN Class.

N.S.W.G.R.

HEATING SURFACE  
FIREBOX 30 FT. x 16 1/2 FT. 1650.7  
TUBES 1650.7  
SUP. HEATER 391.3  
TOTAL 2217.07

CLASS T 524 SUPERHEATED  
CYLINDERS 22 1/2  
STROKE 26  
TRACTIVE POWER 33600  
BOILER PRESSURE 14 1/2

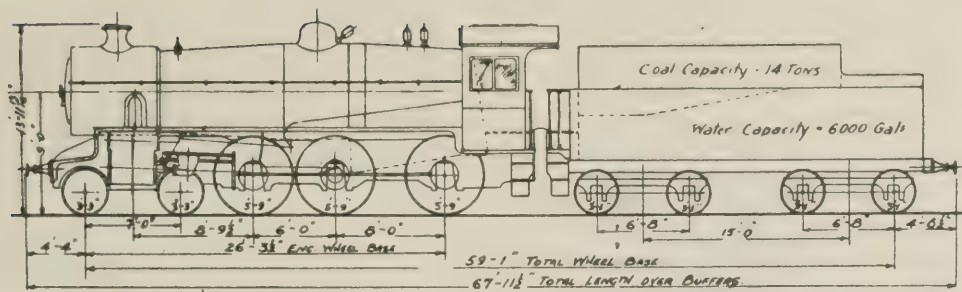


	T.C.Q.	T.C.Q.	T.C.Q.	T.C.Q.	T.C.Q.	T.C.Q.	T.C.Q.
Weight Empty	5190	13100	13100	14130	14130	10300	9182
Do in Steam	6160	14200	15180	16190	16190	20150	20150
22 1/2 stroke Piston Valve -- 10 1/2 Tractive Power -- 33600 lbs. Grate Area -- 2875 sq ft. B.P. = 160 lbs/sq in.							10750
Boiler Heating Surface (sq ft) Firebox -- 166 Tubes -- 1600 Sup. Heater -- 391 Total -- 2217							2217

Goods Engine -- T Class.



## N.S.W.G.R.



WEIGHT IN STEAM:-

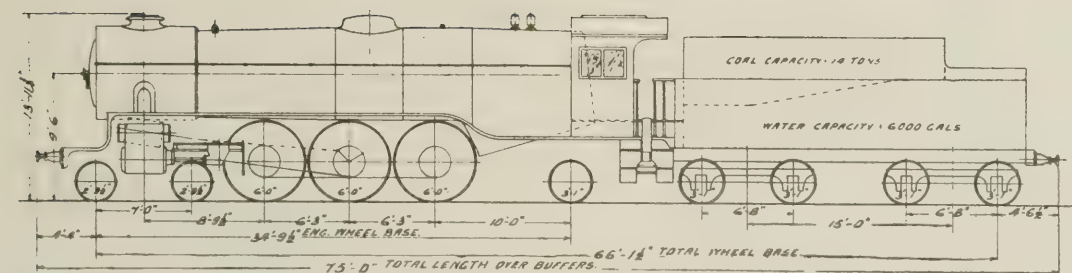
28.5 TONS

38.5 TONS

70 TONS

TOTAL 149 TONS

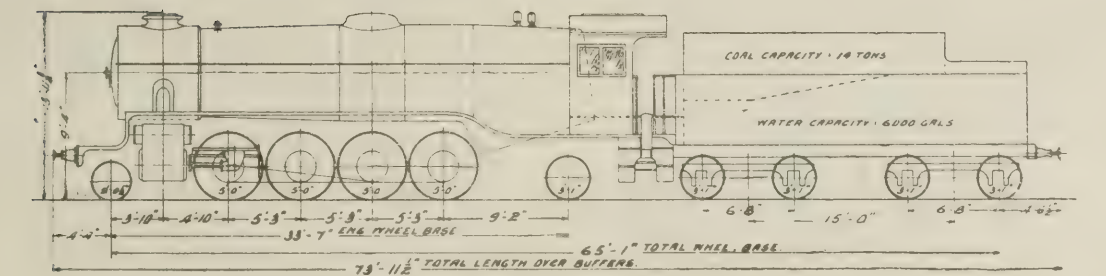
CYL 23" x 26" STROKE, PISTON VALVES 10" DIA., TRACTIVE POWER 30,500 LBS., GRATE AREA 30.5 SQ FT., B.P. 180 LBS PER SQ INCH  
TUBE HEATING SURFACE 1800 SQ FT., FIREBOX 190 SQ FT., SUPERHEATER 650 SQ FT., TOTAL 2640 SQ FEET  
PASSENGER ENGINE NINE CLASS

WEIGHT IN STEAM 80,000 LBS  
35.7 TONS150,000 LBS  
68.9 TONS40,000 LBS  
17.8 TONS

70 TONS

TOTAL 190.4 TONS

CYL 31 1/2" x 28" STROKE, PISTON VALVES 10" DIA., TRACTIVE POWER 30,000 LBS., GRATE AREA 56 SQ FT., B.P. 200 LBS PER SQ INCH  
TUBE HEATING SURFACE 1,800 SQ FT., FIREBOX AND COMBUSTION CHAMBER 320 SQ FT., SUPERHEATER 810 SQ FT., TOTAL 2,930 SQ FT.  
PASSENGER ENGINE PACIFIC TYPE

WEIGHT IN STEAM 27,000 LBS  
12.0 TONS200,000 LBS  
90.2 TONS35,000 LBS  
15.6 TONS

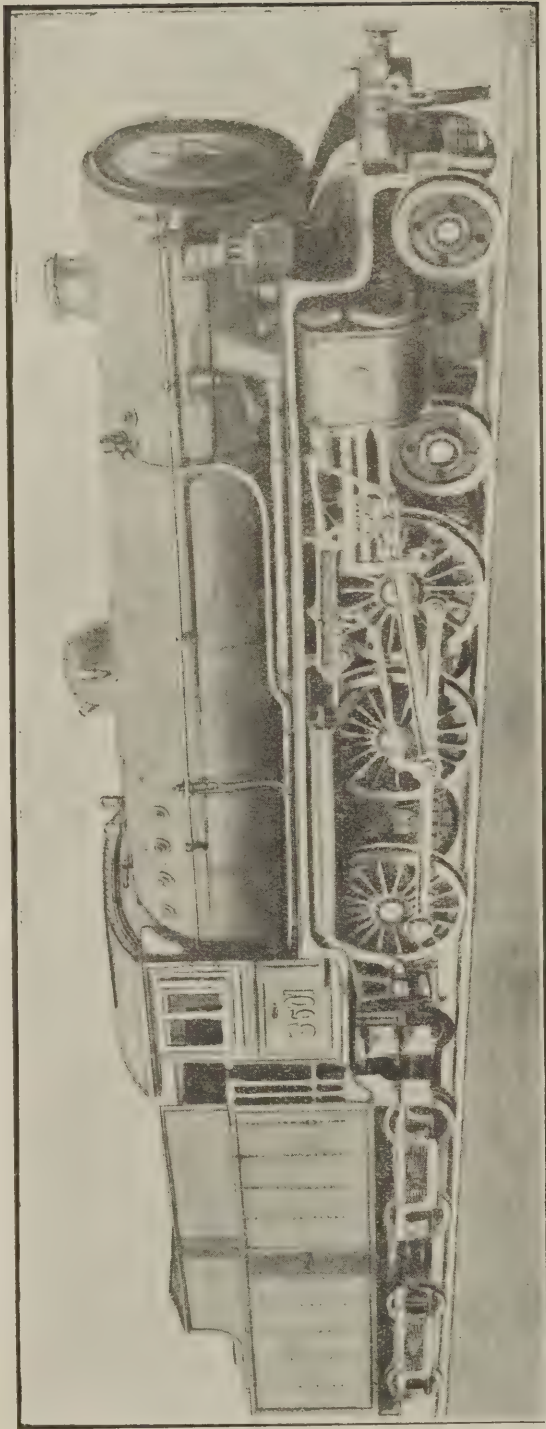
70 TONS

TOTAL 186.8 TONS

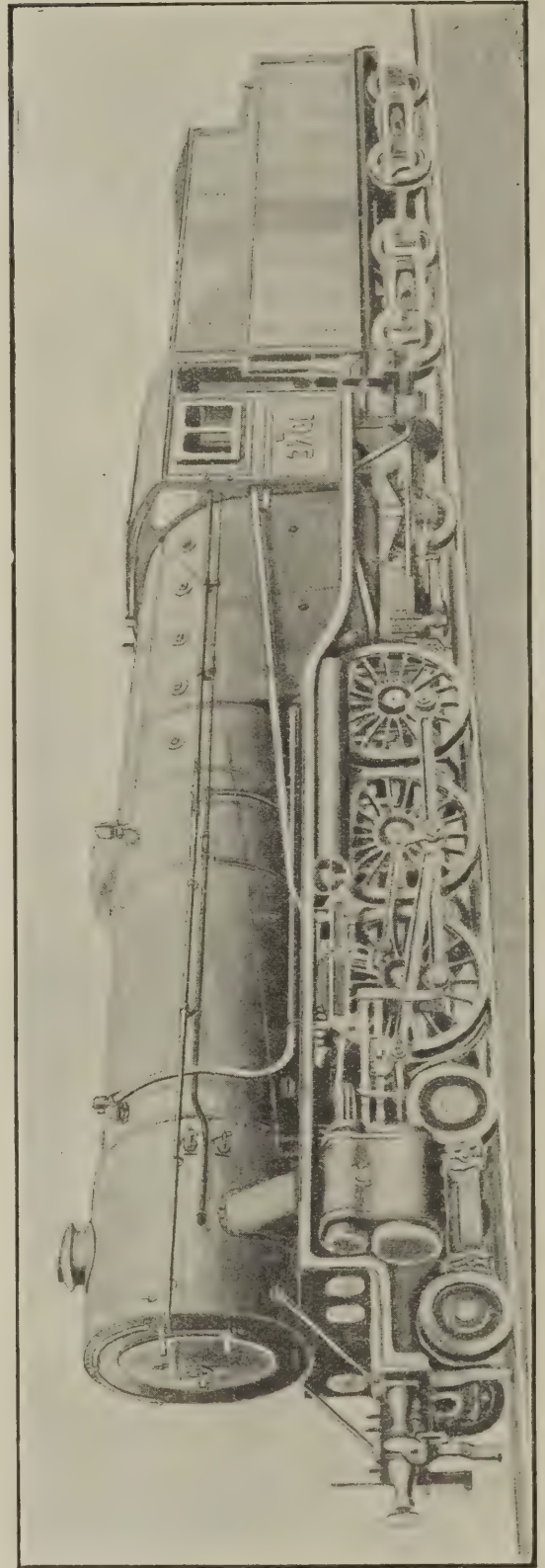
CYL 31 1/2" x 28" STROKE, PISTON VALVES 10" DIA., TRACTIVE POWER 45,200 LBS., GRATE AREA 56 SQ FT., B.P. 200 LBS PER SQ INCH  
TUBE HEATING SURFACE 1,800 SQ FT., FIREBOX AND COMBUSTION CHAMBER 320 SQ FT., SUPERHEATER 810 SQ FT., TOTAL 2,930 SQ FT.  
GOODS ENGINE MIKADO TYPE

Standard Locomotives—Existing type at top. The lower two are projected types.



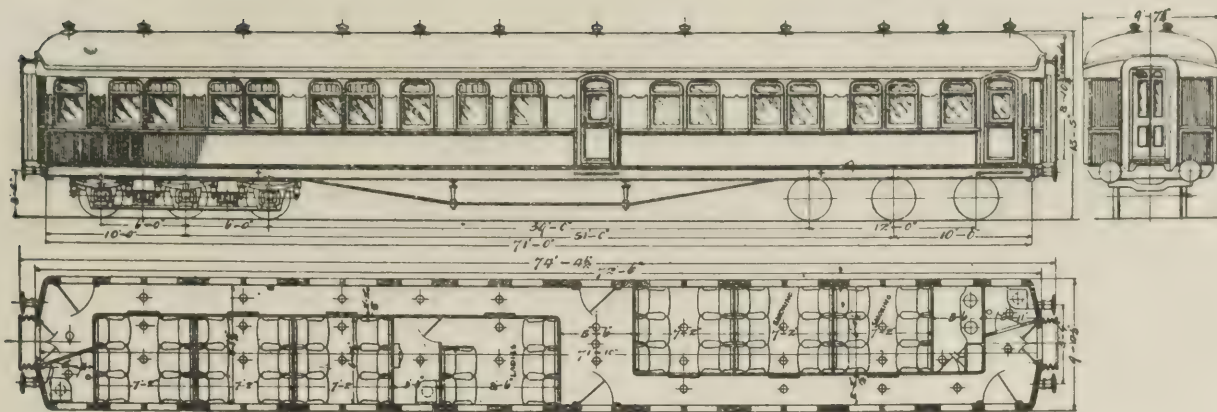


Class NN2 Express Passenger Engine—Existing Type.



Proposed 3-cylinder "Pacife" type Express Passenger Engine.

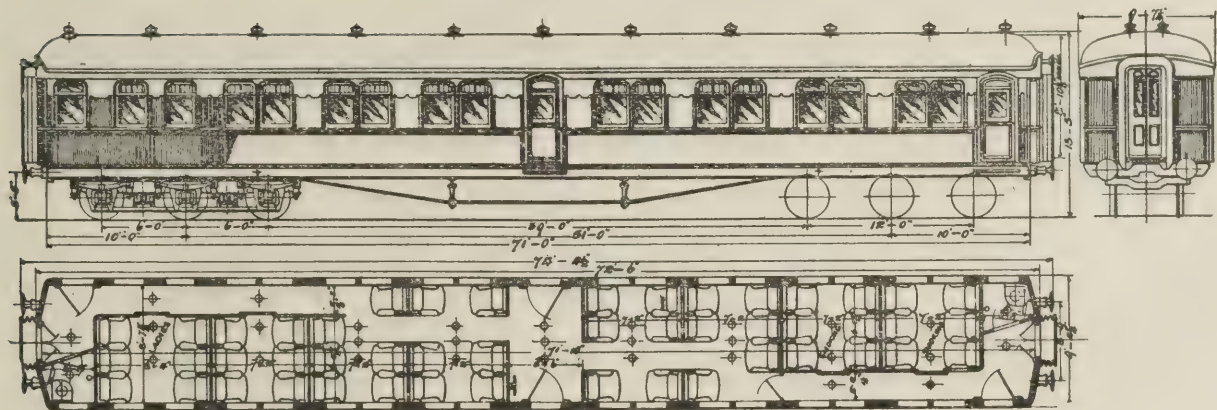




— 72' 6" FIRST CLASS CORRIDOR CAR— CODE T. B. C. —

— RECOMMENDATION FOR 41 PASSENGERS SEATED —

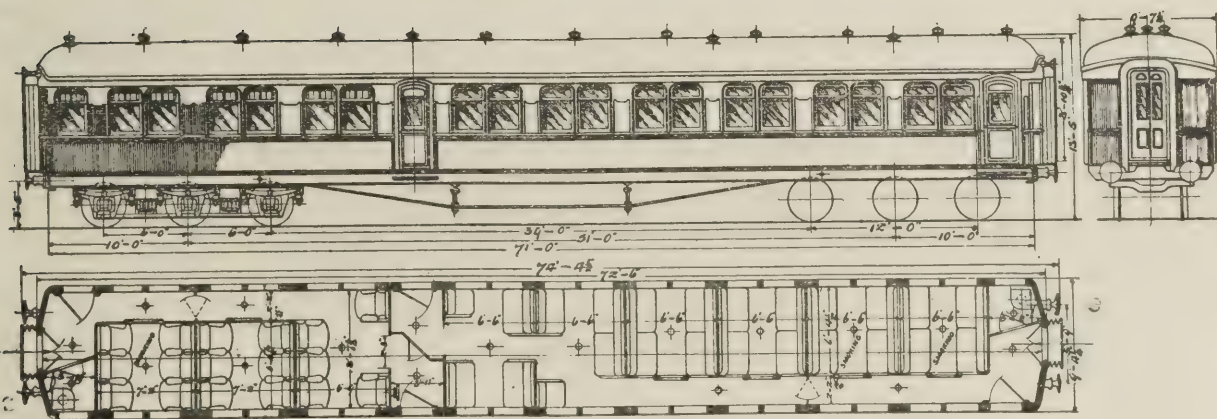
AVERAGE TIME 42-4-3



— 72' 6" FIRST CLASS MAIN LINES CORRIDOR CAR— CODE M. B. X. —

— RECOMMENDATION FOR 48 PASSENGERS SEATED —

AVERAGE TIME 43-13-0



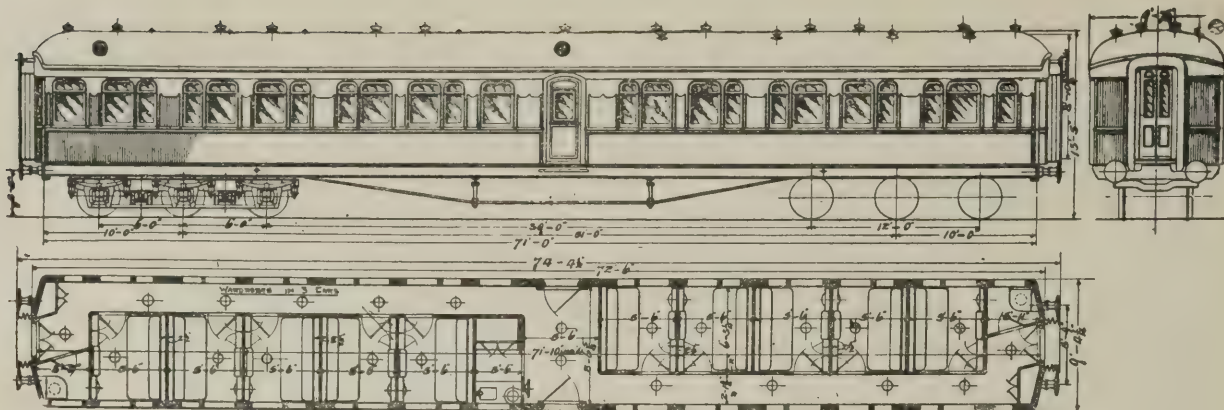
— 72' 6" MAIN LINES COMPS CORRIDOR CAR— CODE M. C. X. —

— RECOMMENDATION FOR 17 FIRST AND 46 SECOND CLASS PASSENGERS SEATED —

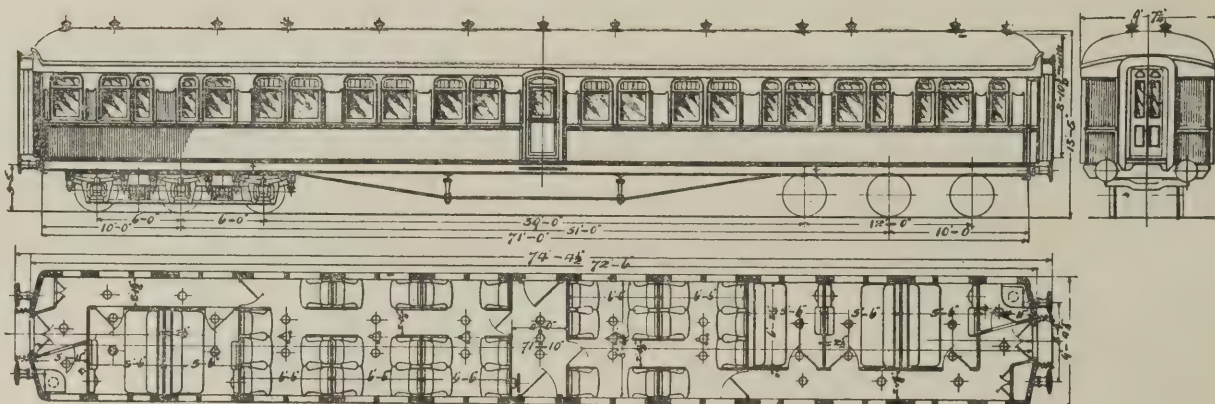
AVERAGE TIME 43-11-2

Standard Types of Coaches.

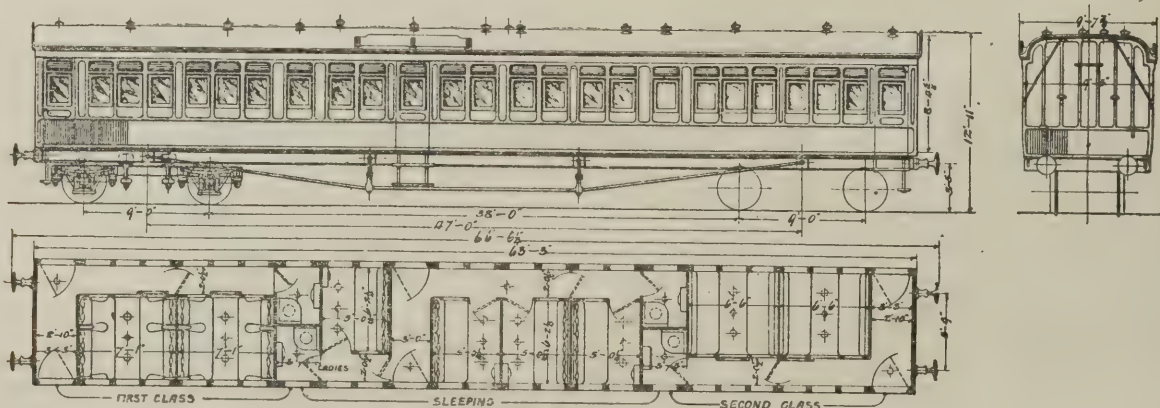




— 72-6 SLEEPING CAR—CODE T.A.M.—  
 — RECOMMENDATION FOR 20 PASSENGERS SLEEPING —  
 OR  
 — RECOMMENDATION FOR 30 PASSENGERS SEATED —  
 AVERAGE TIME 44-15-0



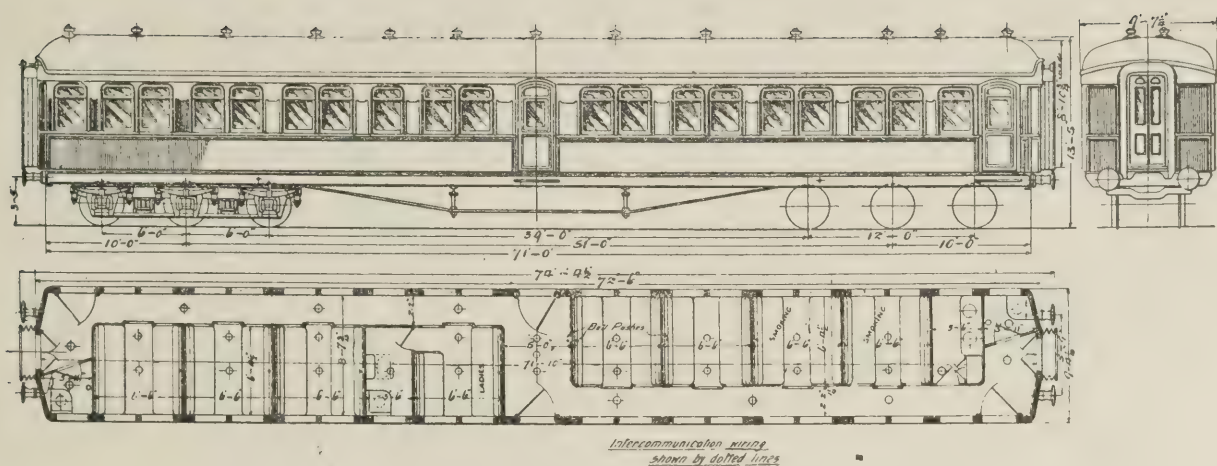
— 72-6 FIRST AND SLEEPING COMP. CAR—CODE C.A.M.—  
 — RECOMMENDATION FOR 10 PASSENGERS SLEEPING —  
 AND  
 — RECOMMENDATION FOR 30 PASSENGERS SEATED OR 45 SEATED —  
 AVERAGE TIME 42-2-0



— COMPOSITE SLEEPING CAR FOR BRANCH LINES—CODE A.C.X.—  
 — RECOMMENDATION FOR 0 PASSENGERS SLEEPING —  
 AND  
 — RECOMMENDATION FOR 12 FIRST AND 16 SECOND CLASS PASSENGERS SEATED —  
 AVERAGE TIME 31-6-0

Standard Types of Coaches.

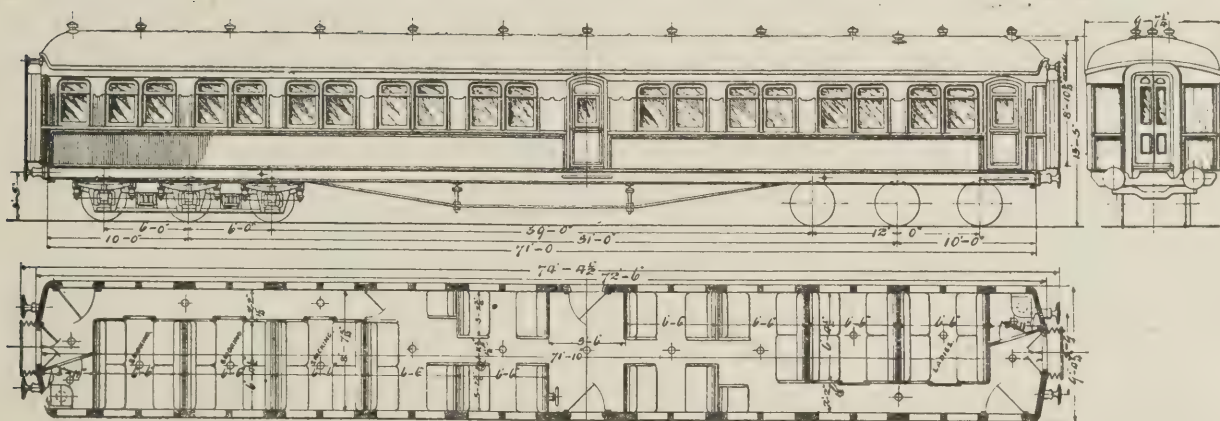




— T2-6 SECOND CLASS CORRIDOR CAR— CODE T.F.X —

ACCOMMODATION FOR 63 PASSENGERS SEATED

T.C.O.  
AVERAGE TIME 42-8-1



— T2-6 SECOND CLASS MAIN LINES CORRIDOR CARS— CODE M.F.X —

ACCOMMODATION FOR 70 PASSENGERS SEATED

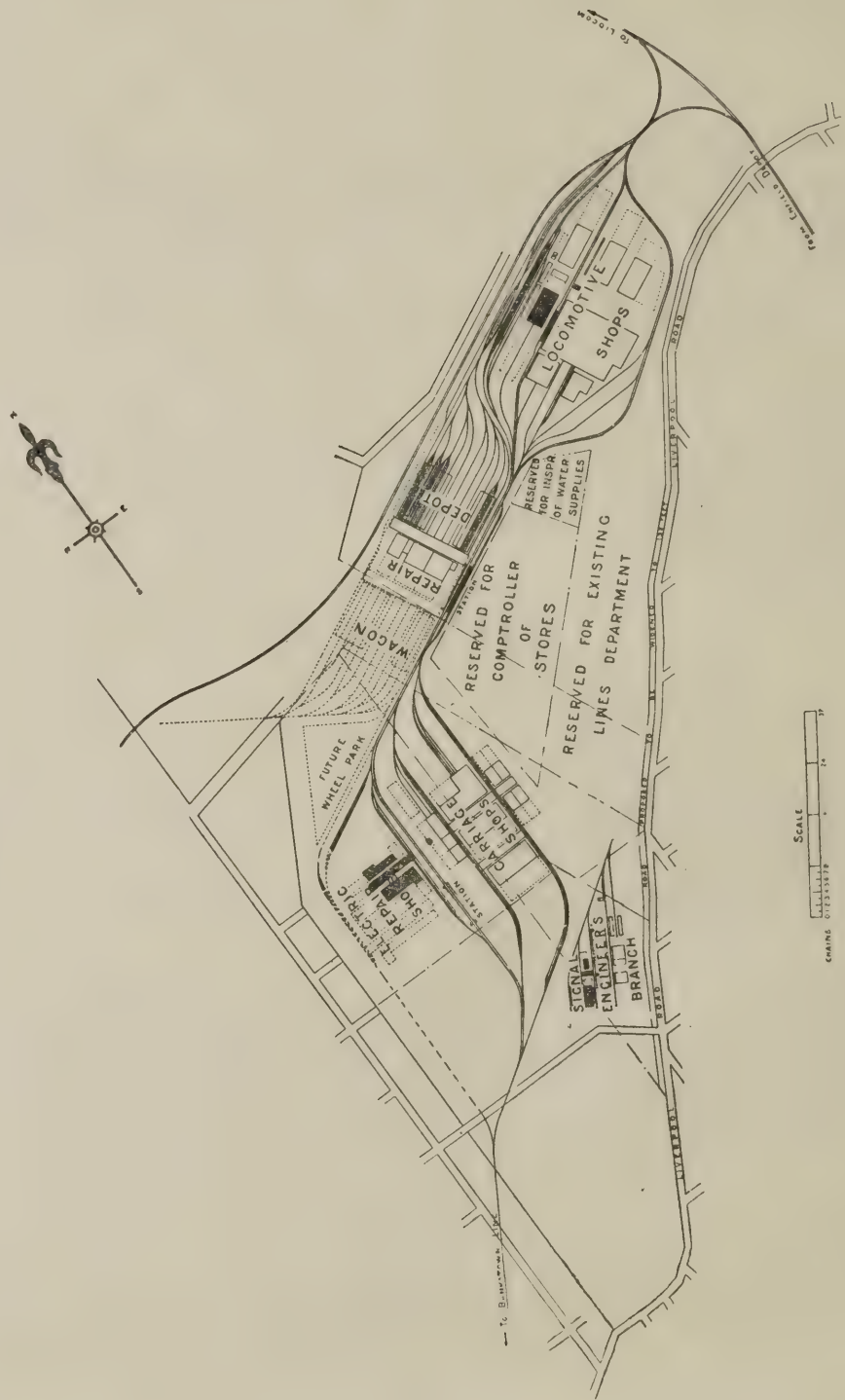
T.C.O.  
AVERAGE TIME 43-0-3

Standard Types of Coaches.



# N. S. W. GOVERNMENT RAILWAYS. DISPOSITION OF WORKSHOPS, CHULLORA.

WORKS UNDER CONSTRUCTION SHEWN





**234.** The plan of the lines proposed to be electrified and constructed shows that a very comprehensive view was taken of the whole situation so far as suburban traffic is concerned. The need for carrying this out at an early date is apparent, when it is pointed out that between 1910 and 1924 the increase in railway passengers has been 146·33 per cent., and in tramways 61·20 per cent., and, should the increase continue at the same rate, the passengers to be carried in 1930 will, it is estimated, number at least 183,000,000. Attention will be drawn to this more especially in the section of our Report dealing with "Operation," but it is mentioned here from the bearing it has upon rolling-stock, both engines and carriages. It is stated that there are to-day 157 locomotives employed in the transport of suburban passengers to and from the city, all of which would be released by the electrification of the inner group of suburban lines.

**235.** The number of railway cars in daily use in the suburban area totals 835, 80 being main line coaches which would be returned to main line work on completion of electrification. It is proposed to retire 250 of the older type of suburban cars, to construct 450 new cars and motor cars for the electric service and 145 new cars as trailers. With these and with 100 cars already built (which will ultimately become motor cars) 405 of the more modern existing cars will be used. This will give 1,100 cars, both motor and trailer (of which 345 will be additional vehicles to be charged to capital) for the suburban traffic, and with their greater seating accommodation it is hoped they will meet the increase which may be expected in the passenger service in the suburban area. It will be seen, however, that the only relief given to the replacement of old locomotive and carriage stock is 157 engines and 250 carriages—and this at the end of six years. It will, therefore, be necessary at the same time further to replace old and obsolete stock working on other portions of the railway.

**236.** Too much importance cannot be given to the necessity of pressing forward with the proposed City railway electrification, as it is absolutely essential that this should be completed by the time that the new bridge is built. As has already been pointed out, if the necessary accommodation is to be given to the increased suburban population from their homes to the city, the electrification, as shown on the plan, should be pushed forward at the earliest possible date. If this is not done, an increased number of locomotives would have to be built to deal with the suburban traffic, which afterwards would be of little use on the lines elsewhere.

**237.** Over and above the proposed electrification, we think it well to suggest that later on great advantages might be gained by carrying forward electric traction from Penrith to Lithgow, over the Blue Mountains, where there are very heavy gradients, and where there is an increasing demand for more frequent service, especially in the summer time. It is considered that the current ought to be generated cheaply owing to the adjacent coal, and that the gradients would enable the method of regeneration to be used with great economy.

**238.** It is also of interest to point out the mechanical disadvantages of the steam locomotive under the conditions prevailing in and around Sydney, which may briefly be summarised as follows:—

The locomotive being a complete independent unit, its power cannot be greater than the capacity of its boiler.

To increase the boiler capacity, obviously implies increased dimensions and weight, both of which offer grave difficulties in regard to clearances and strengthening of bridge structures.

It is known that on many railways the limit of weight has been reached, and further development of power is only possible at enormous expense.

The costly maintenance of boiler cylinders, valve gear, crank shaft, and all reciprocating parts.

The provision of turntables, water supplies, &c. That it radiates heat and uses coal all the time steam is up, i.e., during many hours when the engine is doing no work, either standing by or coasting.

**239.** The case for the electric locomotive may be set out by the brief statement that it is not hampered by any of the abovementioned objections. In addition, it possesses other important qualities, such as simplicity of mechanical construction and operation; increased acceleration and retardation; greater scheduled speed and consequently more frequent service, resulting in increased

use



use of existing track and rolling-stock; uniform turning effort and greater starting effort, facilities for driving from either end of locomotive, and also accessibility of mechanical parts.

240. It is common knowledge that to-day most of the countries utilise electric locomotives on their main lines. For instance, France has adopted the principle. America, Switzerland, Italy, and Norway have long used this method, and are still extending. It was recently stated in a railway publication that Sweden has the longest electrified railway in Europe at the present time. It may, therefore, be taken as an accepted fact that, where traffic is heavy and circumstances are suitable, traction with electric locomotives instead of steam is considered to be the most efficient way of working traffic. Having regard to the heavy grades to be negotiated, and to the availability of cheap coal for generating purposes, we consider that electric locomotives are eminently desirable over the district suggested.

IV.—MANAGEMENT.

(d) ELECTRICAL.

241. The Chief Electrical Engineer is responsible for the power supply and distribution on the tramways; lighting; the design of cars and equipments for the electric and steam tramway rolling stock; the repair and manufacture of parts for the repair of tramcars; the installation and maintenance of the telegraph and telephone systems; stationary electric motors and equipment; the purchase and maintenance of motor-cars, typewriters, clocks, watches, &c. He has under his control three main generating stations, situated at Ultimo (Sydney), White Bay (Sydney), and at Newcastle.

Ultimo Generating Station.

242. Dealing in the first place with Ultimo Generating Station, during the twelve months ended April, 1924, the total output was 67,653,864 kW. hrs. and the maximum hour-load 22,029 kW. The total normal capacity of the turbo-alternators is 36,500 kW., and the operating costs for the year ended April, 1924, were .5851d. per kW. hr. The Ultimo Power-house, which is the oldest of the three stations, operates at lower boiler pressure and is not fitted with economisers. Its plant consists of :—

Description.	No.	Normal Rating (each).	Heating Surface.	Normal Evaporation.
		kW.	sq. ft.	lbs.
6,600-volt 25-cycle Turbo-alternators	1	7,500	.....	.....
	4	5,000	.....	.....
2,200-volt 50-cycle Turbo-alternators	2	2,000	.....	.....
	2	2,500	.....	.....
Boilers ... ..	20	.....	3,140	10,000
	38	.....	2,852	8,000

The staff numbers 223.

White Bay Generating Station.

243. The total output from the White Bay Generating Station during the twelve months ended April, 1924, was 76,585,600 kW. hrs., and the maximum hour-load 18,088 kW. The following plant is installed :—

Description.	No.	Normal Rating (each).	Heating Surface.	Normal Evaporation.
		kW.	sq. ft.	lbs.
6,600-volt 25-cycle Turbo-alternators	3	7,000	.....	.....
Boilers ... ..	8	.....	8,280	27,000



244. The plant set out hereunder is at present on order for White Bay :—

Description.	No.	Rating (each).	Voltage.	Fre- quency.	Heating Surface.	Evaporation.
		kW.			sq. ft.	lbs.
Turbo-generators	2	18,750 (normal con- tinuous).	6,600	25	.....	.....
Turbo-generators	2	22,000 (maximum continuous).	11,000	50	.....	.....
Boilers ... ..	6	.....	.....	.....	11,979	100,000 (max.)
Boilers ... ..	8	.....	.....	.....	8,774	70,000 (max.)

245. The normal rating of the plant already installed is 21,000 kW., and that of the plant on order 81,500 kW., making a total normal rating of 102,500 kW. The operating costs were 4096d. per kW. hr. There is a staff of 120 employed in the White Bay Power-house.

#### Zara-street Generating Station (Newcastle).

246. The total output for the year ended April, 1924, was 27,233,808 kW. hrs., and the maximum hour-load 6,944 kW. The plant installed in the power-house is set out below :—

Description.	No.	Normal Rating (each).	Heating Surface.	Normal Evaporation.
		kW.	sq. ft.	lbs.
6,600-volt 25-cycle Turbo-alternators	1	7,500	.....	.....
	2	2,500	.....	.....
	1	1,500	.....	.....
11,000-volt 50-cycle Turbo-alternator	1	2,500	.....	.....
Frequency changer ... ..	1	2,000	.....	.....
Boilers ... ..	6	.....	8,280	27,000

247. There is in course of erection a generating plant with a normal rating of 7,500 kW., voltage 11,000, and frequency 50. The total normal rating of the installed generating plant is 16,500 kW., and when the plant in course of erection is in working order the figure will be 23,500 kW. The operating costs at Zara-street were 4564d. per kW. hr. The staff employed numbers 71.

#### Conversion of Current for Tramway Purposes, Sydney.

248. In the Sydney and Suburban area there are twenty-two sub-stations, with a total of fifty-five converters and a total normal rating of 40,350 kW., where 25-cycle 6,600-volt current supplied from Ultimo and White Bay is converted to 600-volt direct current for tramway purposes, &c. Three further sub-stations are either in course of erection or have been approved. In five of the sub-stations six batteries are installed, and there are also five battery houses. These batteries are used in connection with the supply to the tramway system, the total capacity being 6,600 ampere hours, at the one-hour rate.

#### Transformer Houses.

249. There are fifteen transformer houses for the purpose of transforming 25-cycle 6,600-volt and 50-cycle 11,000-volt current to lower secondary voltages for workshop and signalling services principally.

Sub-Stations,



### Sub-Stations, Newcastle District.

250. Two tramway sub-stations are in course of erection at Newcastle. These will be equipped with four rotary converters, the total normal capacity being 4,000 kW. 11,000-volt 50-cycle supply is obtained from Zara-street Power-house.

251. A sub-station with a capacity of 450 kW. and with 6,600-volt 25-cycle current from Zara-street is in service for supplying 600-volt direct current to the electric cranes, &c., used in connection with coal shipment.

### Railway Electrification.

252. In connection with the proposed railway electrification, provision has been made for the following sub-stations:—

Sub-station.					No. of Converters.	Total Normal Capacity.
						kWs.
Prince Alfred	...	...	...	...	3	13,500
Meek's-road	...	...	...	...	3	9,000
Hurstville	...	...	...	...	3	6,000
Sutherland	...	...	...	...	2	3,000
Waterfall	...	...	...	...	1	1,500
Total	...	...	...	...	12	33,000

These sub-stations will receive current for conversion to 1,500-volt direct current.

### Supply of Current in bulk.

253. Current is supplied in bulk from Ultimo and White Bay Power-houses to several municipalities and shires, including the Sydney City Council, and to the Parramatta Electric Supply Company. An agreement has been entered into for the supply of current in bulk to meet the future needs of the City Council, which will require an increasing supply each year, the estimate for 1930 being 70,000 kW. To meet this increasing demand, it is proposed to instal an additional 20,000 kW. turbo-alternator, provision having been made at White Bay to accommodate 60,000 kW. of plant over and above that previously mentioned.

254. Current is also supplied from Zara-street Power-house to a number of municipalities in the Newcastle District, including the City Council. The supply to the Municipality of Singleton involves a transmission line of approximately 51 miles long. Supply is obtained from the power-house through the Newcastle City Council for several of the large industrial undertakings in the Newcastle district.

255. During the twelve months ended April, 1924, the revenue received from the sale of electricity in bulk (including the Newcastle area) amounted to £133,604.

### New Power-house to meet increasing demands.

256. As it is anticipated that the power-house at White Bay will be fully loaded in 1930 to meet requirements for railway electrification and for bulk supplies, the provision of a new power-station (with a total effective capacity of 240,000 kW.) to be located on the South Coast near the coal-mines is under consideration. In our view, having regard to the increasing requirements of the City Council—which the Railway Commissioners are under obligation to meet, and to the proposed railway electrification—the provision of the new power-house is essential.

### Supply of Current to Public Bodies.

257. Current is supplied to several Government Departments, the principal being the Water and Sewerage Board (for the operation of low-level pumping stations), the Public Works Department (for the operation of bridge spans, &c.), the Department of Agriculture (for operating the terminal wheat elevator at Glebe Island), the Commonwealth Postal Department (for operating radio station at Pennant Hills), &c.



258. We are of opinion that the generating stations which we have seen are maintained in a thoroughly efficient condition. The oldest station is that at Ultimo, where there are no economisers, where there are a number of smaller units, and where there is a certain difficulty in connection with the circulating water. There is no question of extending Ultimo in the same way as at White Bay, but consideration should be given to the installation of larger units, larger boilers, and economisers.

#### Lighting Section.

259. New installations for electric lighting, stationary power requirements, radiators, &c., and the provision of low voltage services to meet the power requirements for railway signalling are undertaken from the electric light depot at Sydney, as also the maintenance of the existing installations and equipment set out below :—

Premises lighted Electrically.	No. of Installations.	Connected load in kW.	Source of Supply.
Railway stations ...	34	397	Departmental.
	74	151	Local (Council or private company).
Railway yards ...	12	263	Departmental.
	16	61	Local Council.
Loco. Depots ...	7	50	Departmental.
	14	90	Local Council.
Workshops .....	9	123	Departmental.
	6	167	Local Council.
Tramway ...	.....	726	Departmental.
	.....	12	Local Council.
Miscellaneous ...	.....	17	Departmental.
	.....	7	Local Council.

Total connected Lighting Load—2064 kW.

No.	Utilities.	Aggregating.
21	Lifts (7 passenger, 14 goods) ...	.....
350	Service transformers ...	1,810 kVa.
6	Isolated generating plants ...	100 kW.
156	Fans ...	16 kW.
359	Radiators ...	270 kW.
1,503	Miscellaneous electrical appliances ...	124 kW.

260. The train lighting depot at Sydney deals with the installation of equipments on rolling-stock for electric lighting as approval is received to proceed with the work. This work is performed at the Eveleigh Workshops in conjunction with the Chief Mechanical Engineer's staff. At the moment, the conversion of 648 main line cars from gas to electric lighting is in progress, and when this is completed the whole of the existing main line passenger stock will be lighted electrically. This depot also maintains electric lighting equipment on rolling-stock already in the service as set out below :—

No.	Class of Stock Equipped.
100	Main line cars.
150	Suburban cars.
31	Brake-vans.
10	Rail motor-cars.
120	Railway locomotives.
23	Tramway steam motors.
5	Breakdown cranes.

261. The lighting of steam rolling-stock is under the control of the Chief Electrical Engineer, but in the case of the new electrical stock this will be under the charge of the Chief Mechanical Engineer, the Chief Electrical Engineer being regarded as an electrical consultant.

Randwick



### Randwick Workshops.

262. The Randwick Tramway Workshops (Sydney) comprise a section of the Chief Electrical Engineer's Branch, and are supervised by a works manager who has under him a staff of 1,070. The following work is undertaken at Randwick :—

Manufacture of special fittings—electrical and mechanical—required for the installation of plant in the various electric power-stations.

Repair of fittings and manufacture of parts required in the overhaul of units from the electric power-stations.

Repair and manufacture of parts for the repair of 1,574 electric tram cars, 22 steam motors, 40 steam cars, and 91 motor-cars and lorries operating in the city and suburban area, and the manufacture of parts required for the repair of 36 electric tramcars, 70 steam motors, and 151 steam trailer cars operating in the Newcastle and Broken Hill areas.

Supply of light brass castings for the Carriage and Wagon Department, and solder to the Stores Branch, &c.

### Tool Shop.

263. The tool shop appeared to be adequately supplied with up-to-date machinery and tools, and it was observed that there was a very complete system of gauges in operation, thus rendering parts interchangeable and tending to economy.

### Pattern Shop.

264. The pattern shop deals with the manufacture and repair of all patterns for iron, steel, and non-ferrous metal castings used in the Chief Electrical Engineer's Branch. The stock of patterns is as follows :—

11,156 ordinary patterns for brass, iron and steel.

1,076 plate patterns for brass, iron and steel.

### Foundry.

265. In the foundry the work of manufacturing non-ferrous metal castings in standard alloys such as bronze, gunmetal, brass, copper, aluminium alloy, white metal, solder and plumbers' metal is undertaken. The Hawley furnace installed is used for melting scrap copper, &c., into the marketable form of ingots. Scrap brass is also reduced to ingots in this furnace, each melt being treated as a separate cast and numbered. Samples of each cast are analysed so that when used it can be brought back to standard alloys. The castings made are used for car manufacture and repairs, copper castings for electrical work, &c. The output is approximately 4.66 tons castings and 4.60 tons ingots per week.

### Smith's and Boiler Shop.

266. The smith's and boiler shop undertakes such work as the manufacture of under-frames for new cars and parts for the trucks of new cars; the manufacture and repair of parts for the repair and maintenance of all steam and electric tramway rolling-stock; the manufacture and repair of materials required for the repair and maintenance of the power-station and sub-station machinery; the development and manufacture of materials for the railway and tramway overhead lines—service and transmission; the manufacture of copper bonds and fishplates for the Engineer for Tramways, and the repair of stationary, locomotive, and steam roller boilers for the tramway services. The machinery and plant appear to be well suited for the requirements.

### Other Shops.

267. Other shops in the Randwick works are the welding shop, truck shop, car shop, paint shop, woodworking shop, machine shop, electrical fitting shop and the electrical repair shop. In each of these shops we are satisfied that the plant is of a reasonably up-to-date character and is adequate to meet the demands put upon it.

Workshops



### Workshops Committee.

268. A similar scheme to the Whitley Workshops Committee is in operation at the Randwick Shops. As a result of meetings of this committee certain small adjustments have been made, and it is considered that the arrangement tends to harmonious relations between the management and the staff.

### Cadets and Apprentices.

269. A cadet system is in operation for the purpose of training officers for the Chief Electrical Engineer's Branch. We are of the opinion that this serves a useful purpose and might with advantage be extended to other branches; for instance, that of the Chief Mechanical Engineer. Educational attainments and personality are taken into consideration when selections are made, and there is also an examination to be passed.

270. Apprentices are selected by a Staff Board, and a roster is provided for each trade, which it is considered allows of a complete training. Technical instruction is given by the Railway and Tramway Institute and the Technical College.

### Bonus System.

271. The bonus system of payment was first introduced at the workshops in 1905 for armature winding only, and was applied generally in 1919. There are 3,906 bonus items in operation, and over 60 per cent. of the staff are now working under the bonus arrangement. As an incentive to additional effort, the system provides for an extra percentage payment over the rates of pay fixed by the Industrial Court Awards.

### Newcastle Shops and Shed.

272. The Gordon Avenue Workshops and car shed and the Parnell-place running shed at Newcastle form a section of the Chief Electrical Engineer's Branch. There are at the present time in Newcastle and Maitland 36 electric cars, 59 steam motors, 103 steam trailer cars, and 14 miscellaneous vehicles. The electric cars are operated from the car shed, the repairs being carried out in the works, except ordinary running repairs, which are dealt with in the shed. The cars are all of one type and are fitted with the same equipment. All repair parts are manufactured at Randwick and are requisitioned as required. As the electric service in Newcastle has only been in operation since December, 1923, no heavy repairs have yet become necessary. At the present time the works are mainly engaged on the overhaul and running repairs of steam motors and cars in the service, the heavy repairs being carried out at Honeysuckle Point.

273. The depot at Parnell-place is a steam motor and car running shed only, and will be displaced when the electric service is in full operation.

### Tramway Comparisons.

274. It is interesting to compare the tramways in New South Wales with those in Great Britain, particularly in respect of maintenance costs. These are as follows:—

Item.	New South Wales.		London County Council.	Manchester Corpora- tion.	Sheffield Corpora- tion.	Glasgow Corpora- tion.
	Actual.	Revised Basis.*				
Cost of car repairs.....	£411,925	£250,887	£557,532	£152,554	£81,587	£101,814
Cost of car repairs per car-mile .....	3.42d.	2.08d.	2.11d.	1.80d.	1.97d.	.91d.
Cost of car repairs per car in stock ..	£307	£187	£277	£183	£214	£105
Number of units used per car-mile...	3.06	...	2.13	1.75	2.33	1.59
Schedule speed (miles per hour) ...	8.85	...	9.29	7.5	...	7.46
Average miles of motor-cars per day	66.5	...	121.49	84	...	97
Average motors per car .....	2.92	...	2	2	2	2

\* This figure has been reduced on the basis of wages being 100 per cent. higher than in England and material 35 per cent.



275. One of the principal differences between New South Wales trams and those elsewhere is the large number of stops required and the very speedy acceleration demanded necessitating an excessive use of current and consequent powerful motors.

276. The weight of cars would affect the comparison, but, as we have no accurate figures of weight before us, it is considered wise to omit them. The electrically operated air-brake also accounts for some extra energy consumption, and, no doubt, has a bearing upon the increased number of units used per car-mile.

277. The more severe operating conditions resulting from the much more frequent starting and stopping of the Sydney cars, have a very material effect upon the wear and tear and cost of upkeep of the whole equipment of the rolling-stock. Much more work is thereby thrown upon the motors, the control equipment, the brake mechanism, and the brake shoes and tyres. It is considered to have been established that it is impossible to meet the traffic demands of the public of Sydney without a car of large seating capacity, maximum means of ingress and egress, and means of coupling in pairs. As the high acceleration and the heavy grades upon which these cars must be operated involve all driving wheels, the result is four motors per car, and eight motors per pair of coupled cars, calling for complicated multiple unit control. The latter involves very much extra cost for inspection and upkeep. The coupling of cars also necessitates the use of air-brakes, with their attendant consumption of power and additional cost of maintenance for motors, compressors, and control.

278. Taking everything into consideration, the comparisons are considered favourable to the New South Wales trams.

279. At the present time there are fourteen classes of cars in service, but it is the intention to build only three of these types for the future, and these which are reproduced in diagrammatic form are as follows:—

Type.	Seats.	Truck.	Cars.	Weight in tons.	No. in Service.
P	80	Bogie .....	Cross-seat .....	16.30	192
LP	70	M.T. ....	„ .....	14.87	46
J	50	4 W.H. ....	„ .....	11.40	47

280. The “P” type car has a carrying capacity of eighty passengers, in cross seats, equal wheel bogie trucks, each axle carrying a motor of 40 h.p., and multiple unit control. These characteristics are necessary in order to meet the severe service, including high acceleration and heavy grades, of Sydney.

281. The “LP” type car has a carrying capacity of seventy passengers, in cross seats, and is provided with maximum traction trucks, each carrying one 55 h.p. motor. This equipment, with platform control, meets the requirements of Newcastle, where the grades are uniformly lighter than those of Sydney, and the service much less severe.

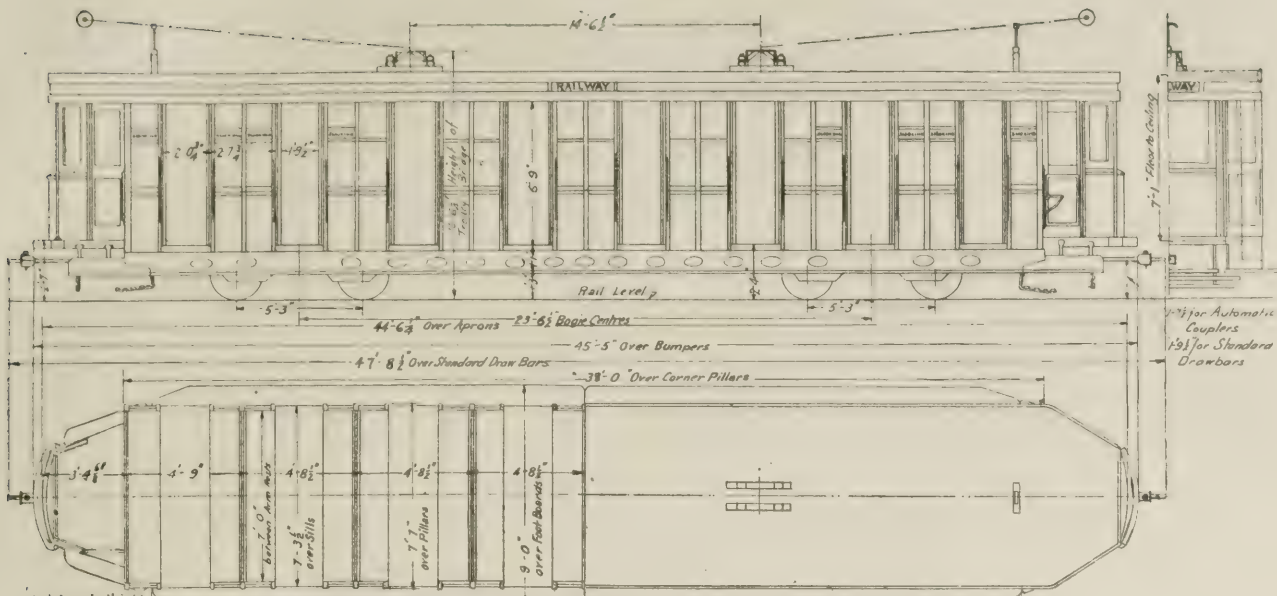
282. The “J” type car will be used on the very heaviest grades, where the conditions present very special risks, and track brakes are considered necessary. These cars have a carrying capacity of fifty passengers, and will be fitted with a 50 h.p. motor on each of the two axles.

#### Renewals.

283. So far as the machinery in the power-houses and sub-stations is concerned, it will be seen from the following statement that in our calculations we have regarded the utility life basis as being eighteen years, and in the case of tramcars as twenty-five years. It is not, however, clear when the high-power electric machines will become obsolete, and in such circumstances—beyond emphasising the need of a renewals fund, as in the case of the permanent-w

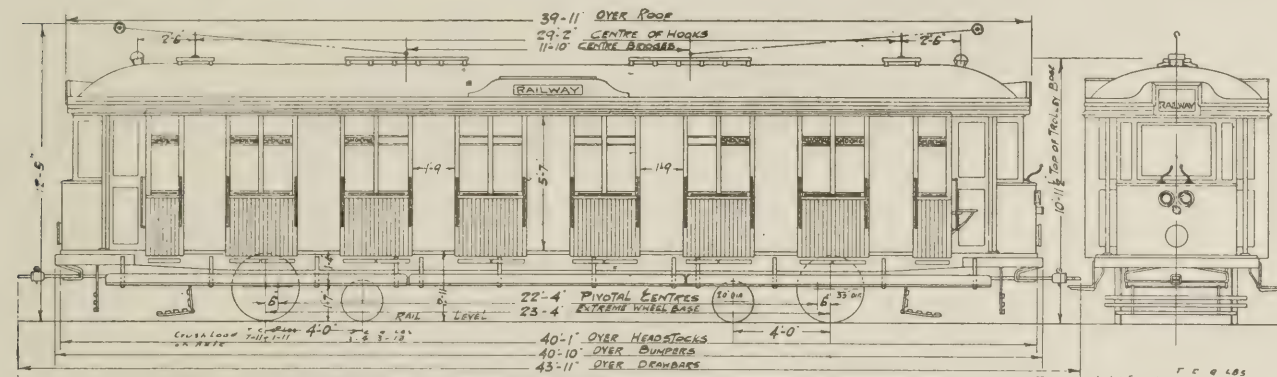
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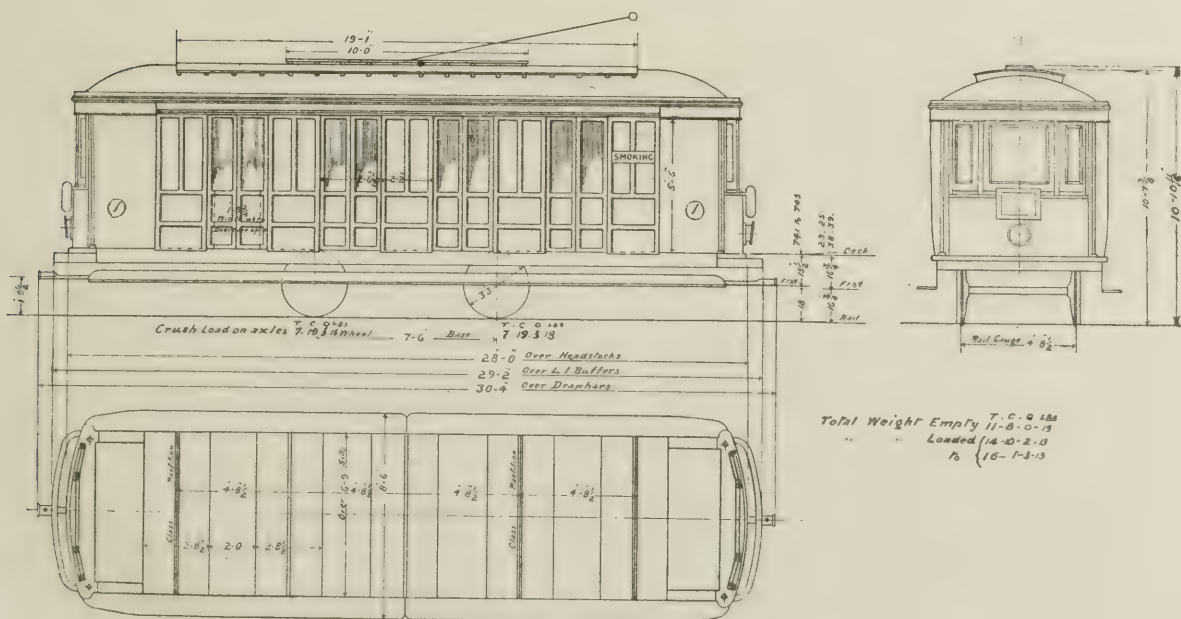
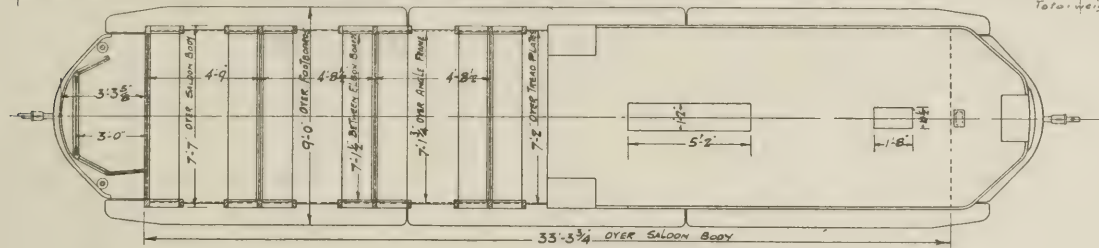


Variations in Height  
 wheel wear (27 to 34) 1/8  
 Bearing (Boiler) rule 1/4  
 Spring deflection  
 crush load (propagator) +25% 1/16  
 Springs closed 1/4

	T	C	O	lbs
Weight empty	15	12	1	7 = 34980
loaded	20	12	1	7 = 46180
to	23	2	1	7 = 51780



T.C.O. lbs  
 Total weight empty 14-8-3-9  
 loaded 19-6-1-3  
 to 21-17-3-9



Total Weight Empty T.C.O. lbs  
 " " Loaded 14-10-2-13  
 to 16-1-8-13

Standard Types of Tramears.



and rolling-stock—it is not possible at present to fix a definite life basis. The statement, therefore, is reproduced principally to show the practice which has ruled in the last few years in respect of the renewal of machinery and tramcars.

#### Machinery at Randwick.

Twelve months ended 30th June.	Capital Value.	Value of Renewals on 18 years' life basis.	Amount actually spent on Renewal of old Machinery.
	£	£	
1920	130,555	7,253	} No figures readily available.
1921	135,797	7,544	
1922	147,247	8,180	
1923	148,874	8,271	
1924	149,977	8,332	

#### Machinery in Power-houses and Sub-stations.

Twelve months ended 30th June.	Capital Value.	Value of Renewals on 18 years' life basis.	Amount written off Capital.
	£	£	£
1920	1,084,384	60,244	10,000
1921	1,200,113	66,673	37,244
1922	1,364,298	75,794	36,079
1923	1,588,370	88,243	44,896
1924	1,698,034	94,335	61,290

#### Electric Tramcars.

Twelve months ended 30th June.	Capital Value.	Value of Renewals on 25 years' life basis.	Amount actually spent on Renewal of Rolling-stock.
	£	£	£
1920	1,644,637	65,785	.....
1921	1,699,835	67,993	30,000
1922	1,764,240	70,570	.....
1923	1,899,852	75,994	30,000
1924	2,230,929	89,237	15,000

#### Car Sheds.

284. Car sheds are situated at Rozelle, Wavefley, Ultimo, Newtown, Tempe, Dowling-street, Military-road, Fort Macquarie, Rushcutters' Bay, Manly, Enfield, and Rockdale. The work carried out in the sheds consists mainly of brake adjustments, examination and replacement of faulty equipment, examination of wheel flanges, rectification of loose bolts or broken frames, and the cleaning of cars.

#### Mains Sections.

285. The main depot, which is at Leichhardt (Sydney), deals with pole erection, installation of feeders and cables, overhead trolley wires and network, telephone cables and wiring—Metropolitan and Newcastle areas—and the testing and repairs of electric welding plant, electric grinding plant and rail bond. There are twelve maintenance depots consisting of buildings for housing vehicles, horses, and stores, and fifteen pole storage yards used for stacking poles at convenient locations throughout the Metropolitan area, being adjacent to railway or tramway sidings. There exist at the present time 199 miles of high-tension underground cable, 204 miles of high-tension overhead transmission lines, 66 miles of low-tension underground cables, 1,320 miles of low-tension overhead feeders, and 345 miles of



of trolley wires and supporting wires (tramways), while over 100 miles of feeders and transmission lines are under construction. This section is also responsible for the installation and maintenance of the telegraph and telephone system, as follows :—

Telephone cables, lead-covered, and telephone wires—

Laid underground and in boxing on concrete pegs	...	110 miles.
Pot-heads and testing points	... ..	139
Telephone wires	... ..	412 miles.

**Engineer of Tests Section.**

286. An Engineer of Tests is attached to the Chief Electrical Engineer. He deals with the standardisation and maintenance of all portable and sub-standard electrical testing instruments and meters, the supervision of the repair and calibration after repair of all portable and switchboard instruments and meters, the inspection and testing of electrical materials used throughout the service, the performance of acceptance lists on electrical machinery and apparatus, &c.

**Telegraph Maintenance.**

287. The Chief Electrical Engineer is responsible for the installation and maintenance of telegraph instruments, telephone and telephonette instruments, Morse batteries, electric clocks, electric intercommunication on trains, burglar and fire alarm circuits, electric bell circuits, magneto telephone switchboards, automatic telephone exchanges, and selector telephone systems. These are installed throughout the railway and tramway systems, divided into city and country areas, and are maintained by a staff of mechanics, &c., under the supervision of an inspector.

**Clocks and Watches.**

288. The Chief Electrical Engineer is responsible for the purchase and maintenance of all clocks (except those electrically operated), watches, time-recorders, and watchmen's tell-tales. The number in service at the present time is as under :—

Clocks	...	...	...	...	2,106
Watches	...	...	...	...	4,816
Bundy and autograph recorders	...	...	...	...	66
Tell-tales	...	...	...	...	37

The actual repairs to time-pieces, &c., are carried out by a contractor under the supervision of this Branch.

289. In our view the purchase and maintenance of clocks, watches, &c., is more closely allied to the Comptroller of Stores Branch than to that of the Chief Electrical Engineer.

**Typewriters.**

290. The Chief Electrical Engineer is also responsible for the maintenance of typewriters, the actual work of repair being undertaken by a contractor. A stock of machines is available to take the place of those under repair. We are of the opinion that this section might be transferred to the Comptroller of Stores.

**General.**

291. We are satisfied with the general equipment of the shops and with the work turned out. The Branch appears to be very well staffed—in fact, a criticism might be levelled that the technical staff is somewhat too elaborate. This staff consists of the Chief Electrical Engineer, the Chief Assistant Electrical Engineer, the Works Manager, the Power Superintendent, the Supervising Engineer, the Chief Telegraph Inspector, the Engineer of Tests, the Rolling-stock Superintendent, the Engineer, the Chief Inspector of Boilers, the Mains Superintendent, the Substation Superintendent, the Lighting Superintendent, the Assistant Engineer, and the District Electrical Superintendent (Newcastle).



## IV.—MANAGEMENT.

## (e) STORES.

292. The Stores Branch is in the charge of a Comptroller of Stores, who is responsible to the Commissioners for the purchase, conservation, and distribution of all stores for railway and tramway purposes, including the disposal of coal from the State Colliery, but excepting perishables, &c., required by the General Manager of the Refreshment Rooms.

293. The headquarters of the Branch are at Eveleigh, and at the date of the inquiry the authorised staff numbered 403. This number includes a chief stores assistant, 8 inspectors, 153 clerks, 126 storemen and boys, and 103 labourers, together with 11 motor lorry drivers, gangers, &c. The Branch is divided into five main sections, Purchasing, Receiving and Issuing, Accounts, Records, and Correspondence.

294. The major portion of the material required for general use is received and issued at the main store depot at Eveleigh, while branch stores are situated at all railway and tramway workshops and depots throughout the system.

**Means of Obtaining Stores.**

295. Stores are obtained either on manufacturing orders from departmental workshops, from local manufacturers, usually through a merchant or broker, or, in the case of overseas supplies, through the Agent-General in London, or the local agents of foreign firms in Australia.

296. Annual tenders are let for the period of the financial year in connection with those items in general use; while other stores having a slower out-turn are purchased as required. The quotations are usually sent into the Stores Branch, the Commissioners' authority being obtained before the acceptance of tenders, but in the case of special plant or technical materials, the head of the Branch concerned obtains quotations and makes recommendations to the Commissioners. In this case, however, the Stores Branch follows the matter to completion in connection with delivery arrangements, &c.

297. Direct delivery to the various branch stores or works is arranged in the case of heavy bulky articles in order to prevent unnecessary handling and to secure certificates for machinery, plant, &c. Issues from the main store are made for locomotive depot trust stores once monthly, while traffic station stores are forwarded every two months by stores railway vans, and stationery is issued quarterly.

298. The method adopted for dealing with materials manufactured departmentally is as follows:—The Chief Accountant sets up a division of the Stores Advance Account designated a Manufacturing Account, and this operates between the Chief Accountant and the head of each manufacturing branch. The Chief Accountant debits the branch concerned with the cost of the materials used and the wages expended in connection with the manufacture of the various articles. The Stores Department takes over the manufactured articles through the Stores Advance Account at the end of each month, and gives credit to the particular manufacturing branch for the value of the articles. The general principle adopted in connection with the charge to be made to the Department is for the whole cost to be debited to the Stores Advance Account, and from that an average cost per pound or per hundredweight is calculated for retail charging to the branch supplied. In addition to manufacturing for direct stores order, the branches also make some of their own requirements without such an order, but the adjustment of charges is made through the Stores Advance Account.

**Issue of Stores.**

299. Stores are issued from the main stores under the control of the Stores Branch upon receipt of requisitions signed by officers who have been authorised in that regard. At branch and workshop stores authorised by the Stores Branch, a requisition from an authorised officer, or an issue docket signed by the foreman

or



or sub-foreman, as the local circumstances necessitate, is insisted upon. At the Trust Stores, *i.e.*, those under the head of the branch concerned, a docket from the officer-in-charge or an authorised foreman, sub-foreman, or officer of other designation is required before the storeman will issue the goods.

300. Oils for enginemen are supplied from the Loco. Trust Stores as required, and the total quantity taken out is noted on the running sheet for the trip, as well as a record being kept in a special book in the Running Shed Store Office. The difference between the actual quantity at the commencement of a run and that returned on its conclusion, after making allowance for receipt at foreign depots, is treated as actual issue. The question of coal issue and accounting is discussed in Part IV (c).

301. Detailed records of issues from the Trust Stores are not kept by the Stores Branch, but by the particular branch accountants concerned. The Comptroller, however, keeps in touch with the whole business through the monthly committees.

#### Trust Stock.

302. The value of stores is debited to the Stores Advance Account until the stores are issued. About half of the stock debited thereto is held under the direct control of the Comptroller of Stores in main and branch stores, and in some workshops. The balance is held in Trust Stores by the various branches under the control of the head of the branch concerned, through his local officer-in-charge, *e.g.*, Divisional Engineer, Steamshed Inspector, and so on. The value, however, is still debited to the Stores Advance Account until issued. Details of the items on hand, with their value, are kept by the head of the branch holding the stock, and the total only kept in the books of the Stores Branch. A summary is sent the Comptroller of Stores monthly showing the total amount issued from the Trust Stock.

303. Coal is despatched direct from the collieries to the point where it is to be used, and is under the control of the using officer. Excepting coal for locomotive and power-house use, the cost is charged to the receiving branch immediately. Only the quantity consumed by the Locomotive and Power Branches is debited, the figures being verified by a check stocktaking. The stock of such coal, although held by other branches, is recorded on the Stores Books, together with the value, and is cleared by the monthly requisitions for the coal used in that period.

#### Charging out of Stores.

304. The general practice is that stores are not charged out until issued for use. In some cases the value of materials obtained for capital works, *viz.*, rolling-stock construction, is debited to the vote for such works, although the material is usually retained by the Stores Branch until actually wanted. A Suspense Account is opened in the ledger to which the amount charged in advance is credited, and this account is debited, and the account for the item credited, as the materials are issued on account of the work. The amount so charged in advance is generally less than 5 per cent. of the total value of the stores held.

305. Stores are charged out at actual prices in the majority of items, although at Trust Depots average prices are taken for small issues of such items as bolts and screws. There are a few exceptions, such as engine coal, which is obtained in about four different localities, and sent throughout the system. An average price is charged based on the total purchases, taken in conjunction with the quantity and value of starting stock, except at Lismore, where the actual cost, plus shipping charges from Newcastle to port of unloading, is charged. In the near future, however, Lismore coal will be despatched by rail, *via* ferry at South Grafton, and the average price system will be extended to that depot.

306. New iron, brass, and steel castings (rough) manufactured in the foundry at Eveleigh Workshops are also issued at an average price. The Store Advance Account is debited with three totals for these castings, and the average is based on the output of each class. There are a few other items in which averages are taken.



307. It is not the practice to re-value all the stock on hand. With items obtained under annual contracts, however, the stock on hand at the end of one year is re-valued at the next year's rate, but the amount involved would not be great. As stock is reported as obsolete, the value (less any scrap allowance) is written off against the branch for which it was obtained, or, if for general purposes, against Stores Working Expenses, which are spread over the cost of the principal branches. Surpluses at stocktaking are generally used to write down the book value of slow-moving items.

Stocktaking and Inspection.

308. Stocktaking is carried out by inspectors under the Comptroller of Stores, five inspectors being engaged on this work. As a general rule, stocktaking is done once a year, although there are exceptions, viz., seasoning timber at the Main Store, Eveleigh, where the check is made every two years. Besides stock-taking, the inspectors also ascertain whether surplus stocks are being held, after comparison of the stocks with the average issues, and in consultation with the local officer arrange for the return, usually to the Main Store, of quantities not required at the particular depot.

309. As regards the quantity of stock on hand, the endeavour of the Department is to maintain equal to approximately one month's estimated consumption; having regard to the ease and speed with which an item can be obtained, and whether it is cheaper to purchase large quantities at a lower rate or smaller quantities as required at a higher rate.

310. As regards coal, a reserve stock sufficient for two months is considered adequate.

311. The following statement shows the stores purchased, issued, and on hand for the years 1913-24 inclusive, and indicates that a marked improvement has been effected in the proportionate quantity of stores on hand to yearly issues. While price factors cover this to some extent, the figures represent a satisfactory development.

312. A comparison of the turnover of stock for the years 1912-13 to 1923-24, as given below, also indicates the existence of an effective form of control. While the turnover of coal has declined, due to the building up of a larger (and necessary) coal reserve, the turnover of general stores has improved very considerably.

STATEMENT of Purchases, Issues, and Ending Stock for Years 1913-24 inclusive.

Year ended 30th June.	Purchases.			Issues.			Ending Stock.		
	Other than Coal.	Coal.	Total.	Other than Coal.	Coal.	Total.	Other than Coal.	Coal.	Total.
	£	£	£	£	£	£	£	£	£
1912	.....	.....	.....	.....	.....	.....	632,752	31,213	663,965
1913	3,487,411	372,844	3,860,255	3,063,208	378,147	3,441,355	1,056,955	25,910	1,082,865
1914	3,885,962	431,684	4,317,646	3,707,195	428,341	4,135,536	1,235,722	29,253	1,264,975
1915	2,861,350	451,490	3,312,840	2,804,340	440,328	3,244,668	1,292,733	40,414	1,333,147
1916	2,173,445	507,346	2,680,791	2,431,175	488,032	2,919,207	1,031,823	62,868	1,094,691
1917	2,570,487	568,898	3,139,885	2,258,430	550,434	2,808,864	1,343,880	81,332	1,425,212
1918	2,414,327	800,056	3,214,383	2,271,966	818,133	3,090,099	1,486,241	63,255	1,549,496
1919	2,980,144	759,710	3,739,854	2,858,227	687,581	3,545,808	1,608,158	135,384	1,743,542
1920	4,154,030	898,758	5,052,788	3,839,494	953,310	4,772,804	1,922,694	100,832	2,023,526
1921	4,914,731	1,171,754	6,086,485	4,521,259	1,155,023	5,676,282	2,316,166	117,563	2,433,729
1922	5,369,225	1,191,514	6,560,739	5,462,455	1,174,572	6,637,027	2,222,936	134,505	2,357,441
1923	4,192,864	1,185,378	5,378,242	4,861,489	1,154,633	6,016,122	1,554,311	165,250	1,719,561
1924	5,019,348	1,249,014	6,268,362	5,162,283	1,227,108	6,389,391	1,411,376	187,156	1,598,532

During 1917-18 period £204,292 value of coal was purchased as the nucleus of a reserve stock of 300,000 tons of large coal.

The debit was accepted by the Government, through the Public Works Department, and the value is also included in the issues for the same period. During 1922-23 and 1923-24 large coal to the value of £33,422 and £22,195 was similarly dealt with.

Of the £187,156 value of coal on hand as at 30th June, 1924, £32,050 represents the value of the reserve of small coal held at Rozelle for power-house requirements.

The figures given include Railway, Stationery, and Tramway transactions; those for 1923-24 are approximate.

The ending stock of one period is the starting stock for the succeeding period, and has only been shown once.

On and after 1st May, 1919, Railway revenue was credited with freight, at the rate applicable to private consignments, on coal conveyed by rail for the Tramway Department, and the value thereof was added to the purchase cost, and issue rate increased accordingly. The additional amounts included in value of coal purchased for the years ended 30th June were :—

	£					£			
1919	...	...	...	...	15,099	1922	...	...	59,269
1920	...	...	...	...	37,359	1923	...	...	76,571
1921	...	...	...	...	62,753	1924	...	...	82,698

COMPARISON



COMPARISON of Turnover of Stock for Years 1912-13 to 1923-24 inclusive.

Year ended 30th June.	Other than Coal.			Coal.			Total.		
	Average Stock.	Issues.	Turn- over.	Average Stock.	Issues.	Turn- over.	Average Stock.	Issues.	Turn- over.
	£	£		£	£		£	£	
1913	844,853	3,063,208	3.6	28,561	378,147	13.2	873,414	3,441,355	3.9
1914	1,146,338	3,707,195	3.2	27,581	428,341	15.5	1,173,919	4,135,536	3.5
1915	1,264,227	2,804,340	2.2	34,833	440,328	12.6	1,299,060	3,244,668	2.5
1916	1,162,283	2,431,175	2.1	51,641	488,032	9.6	1,213,924	2,919,207	2.4
1917	1,187,851	2,258,430	1.9	72,100	550,434	7.6	1,259,951	2,808,864	2.2
1918	1,415,060	2,271,966	1.6	72,293	818,133*	8.5	1,487,353	3,090,099	1.9
1919	1,547,699	2,858,227	1.9	99,319	687,581	6.9	1,647,018	3,545,808	2.2
1920	1,765,426	3,839,494	2.2	118,108	933,310	8.2	1,883,534	4,772,804	2.5
1921	2,119,430	4,521,259	2.1	109,197	1,155,023	10.7	2,228,627	5,676,282	2.5
1922	2,269,546	5,462,455	2.4	126,034	1,174,572	9.3	2,395,580	6,637,027	2.7
1923	1,888,623	4,861,489	2.6	149,877	1,154,633	7.7	2,038,500	6,016,122	3.0
1924	1,482,843	5,162,283	3.5	176,203	1,227,108	7.0	1,659,046	6,389,391	3.8

\* As the issues of coal in 1917-18 included £204,292 on account of debit for reserve stock of coal accepted by Public Works Department, turnover of coal has been calculated on an issue of £613,841, and on the total issues of £2,835,897.

### Elimination of Item in Capital Account for Stores.

313. There is a financial matter connected with stores which it would be well to put upon a better footing. Stores bear 5 per cent. interest upon about £1,500,000, representing an advance made by the Treasury for purchases. This amount should be eliminated from Capital under the rearranged scheme of finance which we recommend.

314. The Stores Branch is at present undergoing a measure or reorganisation on lines designed to give the Comptroller direct supervision over all stores. This will abolish the trust stock system, which obviously has certain defects in that a large proportion of unallocated stores is not under the direct supervision of the Comptroller. We recommend that this change should be effected as speedily as possible, as we are of opinion that the staff attending stores conservation and issue at all places should be under the direct supervision of the Comptroller. In this connection it is noted, from observations made at various Board meetings that there has been a certain laxity of supervision that would have been obviated if the Comptroller had been directly responsible for the stock all over the system.

315. We are quite satisfied with the manner in which the items held in the main and subsidiary stores are classified and stocked, and also with the "Card" system of recording issues and receipts. The stores were found to be clean and generally adequate for the work.

316. The Comptroller is very much alive to his responsibilities, and judging from the all-round improvement in the administration of the Branch since he assumed office, we are of opinion that, following the abolition of the trust stock system, the Commissioners may have confidence that the stores under their charge are being economically and effectively controlled.

## IV.--MANAGEMENT.

### (f) OPERATION.

317. In any criticism of traffic movement, whether of passenger or freight, as at present existing upon the railways of New South Wales, two outstanding factors—one permanent, the other, it is to be hoped, temporary—must be borne in mind. The exceptional number of steep grades and sharp curves upon each of the main routes adversely affect speed and cost, while the shortage of rolling stock in certain directions curtail at one and the same time train services and public facilities.

### Supervision of Working.

318. The supervision of operation is under a Chief Traffic Manager, stationed at Sydney. This officer is assisted at headquarters by a Chief Assistant Traffic Manager, three Outdoor Assistants, and three officers designated respectively Superintendent of Passenger Transportation, Superintendent of Goods and Livestock Transportation, and Goods Superintendent. For purposes of local



local control the system is divided into nine districts, each in charge of a District Superintendent, aided by an Assistant and a number of Inspectors. The district headquarters are at Sydney, Goulburn, Junee, Eskbank, Orange, Parkes, Newcastle, Murrurundi, and Lismore.

319. The Chief Assistant Traffic Manager controls the Staff, Coaching, Season Ticket, New Works, Claims and Investigation Sections, and also supervises the work of the Country Ticket Examiners. The Superintendent of Passenger Transportation compiles and issues timetables of all classes, is responsible for the weekly special notices, controls the composition, marshalling and car allocation for all passenger trains, supervises the movements of carriages and sleeping cars, and generally has charge of all work associated with the transport of passengers. The Superintendent of Goods and Livestock Transportation supervises the freight train service generally, this including the control of goods engines, the adjustment of engine load tables (in conjunction with the Chief Mechanical Engineer), and the control of goods and livestock wagons throughout the system. He also regulates the supplies of locomotive coal, supervises the work of the tarpaulin factory, and acts as Chairman of the Assistant District Superintendents' Conference held monthly. The Goods Superintendent's responsibilities embrace the control of the goods business throughout the State in connection with the loading of vehicles, undue delay to goods traffic, average loads, rates and freight charges and conditions, and a general oversight of all matters pertaining to goods transactions.

#### Duties of District Superintendents.

320. We have dealt with head office organisation in Part III under a proposed scheme of decentralisation, but the detailed duties of the District Superintendents demand consideration. They are, to some extent, responsible for the work of their districts, so far as the Traffic Branch is concerned, on both the operating and commercial sides. Theoretically they control all train working, supervision of traffic staff, the handling of rolling-stock, and the working of the stations. Their assistants are mainly engaged in the supervision of train running throughout the district and in exercising control over the Inspectors. The latter officials directly supervise the working of all stations in their allotted areas and make half-yearly inspections of each station. They also investigate public complaints, as they may be directed by the District Superintendent. As a matter of fact, the District Superintendents do not supervise train working excepting during daylight hours. At night, station-masters may and do order out engines and advise the running of trains without the knowledge of the District Superintendents. Records show that delays are not infrequently caused by special train advices being improperly timed as the result of inexperience or want of knowledge as to the actual conditions on the line. The trains should be controlled by District Superintendents as to the stations at which trains are to cross on single lines, and generally as to train movements through the district. We consider it desirable that a system of control should be set up in each District Superintendent's office, open day and night, and instructions issued from that source alone.

#### Extension of Train Control Recommended.

321. It may be added that centralised train control is now in operation in two areas, on the Illawarra Line and in the Sydney Metropolitan Suburban area, the latter being the first part of a much larger scheme which will ultimately embrace a considerable mileage of line. The Sydney scheme has not been in operation for a sufficient length of time for any figures of operating economy to be compiled, but we are informed that the installation on the Heathcote-Kiama section, 52 miles in length, has resulted in a definite saving of £11,757 per annum, in comparison with results in non-control days. The Control Office for this section is located at Thirroul, and the system adopted is a simple one which we commend. The essence of successful control working is simplicity, and for that reason we deprecate the provision of elaborate appliances. In view of the operating economy admittedly effected as the result of the installation of control working on the Illawarra Line some years ago, it is advisable to extend the system on a wider



wider basis as speedily as possible. Obviously, increased telephonic facilities will be requisite, but the scope for economy is so great that the cost of such additional telephones should be faced immediately.

#### General Instructions should be Revised.

322. General instructions to the operating staff appear to be on the elaborate side. The Superintendent of Passenger Transportation admitted in evidence (Q. 2110) that it was not possible for an employee to keep them in his head. They might with advantage be simplified during the process of decentralisation. On many railway systems considerable economies have resulted from a general overhaul of office work by a committee representative of the various branches. Duplication of returns and forms that have outlived their utility have often by this means been cancelled, and the paper aspect of railway business reduced to a minimum. It would be advisable to keep an eye upon this also with decentralisation.

#### Statistics of Traffic Districts.

323. The staff in the Traffic Branch numbers over 10,000 in all. The Chief Traffic Manager's headquarters staff numbers 418, this including the principal departmental officers, while the remainder of the personnel is distributed over the system as shown below. Particulars of line mileage, number of stations, unattended sidings and traffic volume are also given for each district for general reference purposes.

District.	Mileage approx.	No. of Staff.	No of Stations.	Unattended Platforms.	Traffic Density. Tons per mile per day. April, 1924.
Sydney ... ..	272	3,723	159	109	46,808
Goulburn ... ..	652	721	90	50	27,178
Junee ... ..	814	658	72	89	18,532
Eskbank ... ..	604	748	69	65	21,117
Orange ... ..	687	449	51	66	7,712
Parkes ... ..	794	218	42	76	4,341
Newcastle ... ..	113	1,480	62	24	52,637
Murrurundi ... ..	929	766	99	68	13,686
Lismore ... ..	579	292	46	90	5,858

#### Passenger Train Services.

324. The general scheme of passenger train services provides first for the fixing of Mail and Interstate train times, and the building up of other train services round them. Suburban trains are an exception, these being governed by the density of passenger movement into and out of the cities.

325. In order to meet Post Office requirements, Mail trains leave Sydney in the evening, and in the reverse direction, departures from the termini are fixed to enable the trains to arrive in Sydney in the early morning. Interstate trains between New South Wales and Victoria and Queensland are also night trains on the New South Wales system. Sleeping accommodation is, therefore, a necessity on each of these trains, and very special consideration should be given to it in the interests of comfortable travel. Under any type of equipment in respect of sleeping and lavatory compartments, a night journey is bound to be tedious, especially so to women and children in hot weather, and the more complete and comfortable the night trains are the greater may the traffic be expected to grow.

326. On the South African State Railways, where night travel and transport conditions generally have many points in common with New South Wales, special attention is given to up-country travel. It is claimed that there the carriages are among the best extant. A modern first-class main line saloon coach provides seating accommodation for thirty-nine passengers and sleeping berths for twenty-six, and other stock is in proportion. No extra charge is made for sleeping accommodation. Dining cars are attached to all except short distance trains.



327. Sooner or later public opinion will force recognition of the claims by second-class passengers for sleeping berths on the New South Wales railways similar to the accommodation given elsewhere. At present it cannot be done; it is to be hoped, however, that with augmented rolling-stock provided by the expenditure foreshadowed in the Commissioners' estimate of future Capital commitments, this very desirable improvement in night travel will be accomplished.

#### Interstate Trains.

328. On Interstate trains, which, from a revenue point of view, are very valuable, carriages constructed upon the side of what may be termed luxury may be expected to pay handsomely. To make these trains equal to the best in other countries would require much better rolling-stock than is at present provided, and an improvement by the provision of breakfast, luncheon or dining cars would be desirable, not only as a convenience but in order to effect a saving in transit time by the reduction of stops at refreshment-room stations. Nothing better can be done than is being done with the rolling-stock available, but, as new carriages are built, we suggest that a superior type should be introduced on the Mail and Interstate trains, the receipts from which show that cultivation of this traffic is likely to pay well and give satisfaction to the public. It may be that additional trains will be necessary to carry out these suggestions, but the traffic can well bear the expenditure thus involved. As remedying an inconvenience felt by passengers in Mail trains reaching Sydney at an early hour of the morning, it would be well, if possible, during the remodelling of sidings at the Central Station, to make room for trains to stand in order that passengers may remain undisturbed in their sleeping berths until a reasonable hour. This is a practice adopted at many places abroad where trains arrive very early in the morning.

#### Sleeping Berths.

329. Inconvenience due to delay in allotting berths, to berths being given to others after allotment, and uncertainty as to whether berths had or had not been provided, formed the subject of many complaints. There would certainly appear to be grounds for these complaints, and they point to necessity for the overhaul of instructions as well as the carrying out of them by the staff.

#### Mail and Interstate Trains.

330. The speed of Mail trains, governed as to stops by the Post Office, is about 30 miles per hour, and cannot well be improved, having regard to gradients, curves and refreshment time. Interstate trains run at 36 miles per hour, including stops, and these also cannot be expedited to any appreciable extent for the same reasons. The exceptionally heavy grades are noted in the permanent-way section, but it may here be mentioned that there are 162 miles of a grade at 1 in 40 or less, and 1,654 miles of 1 in 100 or less out of a total of 5,523 route miles of line.

331. According to the records, the timekeeping of the Interstate trains has not been good. In one month the Sydney-Melbourne Limited was seriously late on fourteen occasions on arrival at Albury, and nineteen times late on reaching Sydney. Locomotive failures were mainly responsible for these delays (see Part IV, Section (c)). Delays from a similar cause have occurred to trains on the Northern section. Unpunctual running of these important trains reacts on other trains and upsets the services over a wide area. Delays of this character to Mail trains have not been so numerous, but there have been very late arrivals occasionally.

#### Train Services on Country Branches.

332. The trains run on the country branches give a very poor service. It is said that the population and consequent traffic do not warrant more trains. In this connection, however, it may be observed that in Great Britain and other countries a similar argument could be advanced in respect of many branch lines which do not pay *per se*; nevertheless, numerous trains are run, the policy and accepted obligation being the provision of a reasonable train service to enable inhabitants to travel to and from civic centres for marketing, medical, legal, and other



other purposes. It cannot be termed a reasonable service if one mixed train only is run each way on two or three days per week, leaving no opportunity for a return journey the same day. Such a service invites competition by motor vehicle, of which signs are evident in several directions (Q. 861). Moreover, it is not calculated to develop travel. Most of the lines with such a poor service are non-paying, but obviously the few trains run do not give the lines a fair opportunity of showing the full value of railway communication. Railways should not only be made but equipped, and the evidence (Q. 167) is that for monetary reasons they are not equipped.

#### **Rail Motor-car Services should prove Successful.**

333. Several rail motor-cars have been built, but unfortunately engine design has proved faulty, and, with the exception of one at Lismore, which runs a service over two branches and pays well, the others, for the reasons stated, have not given the increased facilities they might otherwise have done. As an influence in the amenities of bush life, apart from the question of reasonable facilities, it is desirable that this method of serving branch and country lines generally should be developed, and that, as engines become available, the country train services augmented. Rail motor-cars are utilised to an increasing extent in many countries, notably in the United States, where it is estimated that approximately 7,000 miles of track are operated by this means. There is every reason to expect that well-designed cars will prove equally successful in New South Wales.

#### **Characteristics of Sydney Suburban Traffic.**

334. The Sydney suburban train service (the district between Milson's Point and Hornsby excepted) differs from that serving most large cities, inasmuch as it is centred on one station only. As a rule, suburban lines distribute passengers at a number of city stations, and at several termini, but in Sydney the concentration of traffic to and from all lines is an inevitable source of congestion. So much is this so, that, at the peak hours of traffic, the approach lines, as well as the station, are nearing the saturation point. The population of Metropolitan Sydney is increasing, according to statistical records, at the rate of from 25,000 to 30,000 per annum. The number of passenger journeys on the railway increased from 45,557,506 in 1910 to 73,180,876 in 1914, and in the year ended 30th June, 1924, were 111,964,774. It is estimated that, by 1930, over 180,000,000 passenger journeys will be made annually, this representing an increase in travel of over 200,000 journeys per week-day as compared with 1924. If this eventuates, and unless the City Railway is carried through to completion and the suburban lines are electrified by that time, a state of affairs verging on the chaotic may be expected.

#### **First and Second Class Fares should be Revised.**

335. Notwithstanding the heavy traffic and the use of "a fairly large number of goods engines" (Q. 675) the suburban trains as a rule keep good time, but there is occasional overcrowding, while numerous complaints arise from the alteration of first-class compartments into second and *vice versa*. This is said to be due mainly to a shortage of carriage stock and to the fact that unsuitable main line stock has, in consequence, to be used on suburban trains. There is, however, another feature noticeable in the suburban as well as in the country passenger traffic which accounts for some of this trouble, viz., the drifting of first-class passengers to the second-class. The increase in fares, being on a percentage basis, has introduced too wide a difference between the respective classes, with a resultant loss of first-class traffic. There is a point of difference between the cost of first and second class fares which defeats the object in view of increased price, *i.e.*, the securing of more revenue. Results show that that point of difference between first and second class has been passed, and we therefore suggest a review of the fares.

#### **Milk, Fruit and Butter Traffic.**

336. The parcels traffic conveyed by passenger train is considerable, yielding a revenue of £600,000 per annum. The volume of milk, fruit and butter conveyed by passenger trains is large, adequate arrangements being made to give speedy transit. Milk in cans of 5 to 10 gallons, and in fixed vats of a capacity of



of 500 to 700 gallons, or portable vats holding 250 gallons, is to some extent loaded in private milk vans. Departmental vans with fixed vats are also provided. This commodity travels considerable distances up to 235 miles.

337. Fruit special trains are run under a guaranteed minimum load of 75 tons. Fruit conveyed by passenger trains to Sydney is transferred to Darling Harbour, adjacent to the Municipal Fruit Markets. Small consignments are delivered from the Central Station. Butter is loaded in louvred vans on passenger trains, and in refrigerating cars on mixed trains. The longest haul is about 340 miles. These important commodities are dealt with in a satisfactory manner, and the same may be said of parcels traffic in general.

#### **Goods Traffic.**

338. As in the case of the passenger, so goods traffic demands a service mainly to and from Sydney as the centre of marketing and exporting business. The tonnages inward and outward do not balance, and, as a result, there is considerable running of empty vehicles from Sydney to the country, the annual figures being 280,000 empty to 180,000 loaded wagons. The maximum load of any goods train is 900 tons. The trains are run at about 16 miles per hour, and, under all the circumstances of single line crossings, the presence of numerous special trains and delay by passenger trains out of course, are fairly punctual and give satisfaction to freighters.

339. There is, however, complaint of delay to small consignments too light for a truck-load to destination. This indicates detention at transshipping stations, due to laxity of local supervision. In addition to selected transfer stations, it is the practice to accept goods for certain stations on two or three days only each week in order to concentrate loads as far as possible in truck loads from one or two places. With such a large number of empty wagons going out to country stations it would appear advisable to give more direct loading even at the expense of light loads, the empty vehicles having in any case to be hauled to the country for back-loading with grain and other produce.

#### **Transfer over Clarence River at Grafton.**

340. As the lines north of Grafton are cut off from rail access southward, arrangements are made to transfer small consignments across the Clarence River, but for any bulk traffic consignees have to make their own arrangements for effecting an exchange between the two railheads. We understand that progress is being made in the direction of providing a punt with the necessary landing appliances capable of transporting railway vehicles from one side of the river to the other. This is certainly desirable, pending the construction of a bridge, which, especially in view of the decision to construct the Kyogle-South Brisbane Line on the 4 ft. 8½ in. gauge, should not be delayed.

#### **Grain Traffic.**

341. Grain traffic in successful seasons is calculated to tax rolling-stock resources to the utmost. But for the well-arranged and rapid movement of this traffic and the return of empty wagons, many complaints would undoubtedly have arisen. There has been complaint of non-acceptance of grain, brought about by irregular arrival of grain ships, numerous wagons having been held up at the port in consequence, thus leading to a restriction on loading at the country centres. Blame cannot, however, be attached to the Railway Department for this difficulty, and we are satisfied from our investigations that every attempt is made to meet all reasonable demands.

#### **Livestock Traffic.**

342. In New South Wales—mainly dependent, as it is, upon its flocks and herds—the running and equipment of trains for livestock traffic demands special consideration. Prior to December last complaints of slow movement, with consequent loss, deterioration and suffering of animals, were numerous. Since that date, however, livestock trains with limited loads have been run at passenger train speed, but there is still need for better transport of smaller numbers. Although this request means extra cost it is reasonable to expect that it should be dealt with.



### Comparison with the Argentine.

343. In the Argentine where, as in New South Wales, large numbers of sheep and cattle are conveyed by railway, Government regulations are drastic. The transport of livestock must be effected within the specified times laid down in the regulations under penalty of forfeiting a part of the freight proportionate to the extent of the delay. The time for transport begins to count as from two hours after receipt of the animals, *i.e.*, after they have been loaded into the wagons and these made ready to go forward. The hour from which the time begins to count is registered on the invoice. Apart from the carriers' liability to lose part of the freight, any delay stands against the carrier in the event of mishap overtaking the animals. The fact of there having been a delay is assumed to imply that the transport was not effected under normal conditions. The maximum time allowed for livestock transport is as under:—

Distance. Kilometres.	Time Allowed.	
	Hours.	Minutes.
50	5	...
100	10	...
150	13	15
200	16	45
300	20	45
400	24	45
500	28	45
600	32	45
700	36	45
800	40	45
900	44	45
1,000	48	45

344. It is strictly forbidden to keep animals in the wagons over thirty hours, save in cases of *force majeure*. In such an event the animals are unloaded at a convenient place where fodder and water are provided on account of the freighter. The charge for this service varies according to the season of the year. The carrier simply charges what the contractor collects for supplying the hay. The carrier supplies the water free of charge. The contractor's charge for the hay is inserted on the waybill and is payable at destination before the livestock is withdrawn. All the stations loading livestock are equipped with suitable installations for the purpose, *viz.*, a fairly large-sized pen and loading stage, drinking troughs, &c. The party loading livestock must have the animals at the station in time to enable them to be loaded into the wagons two hours before the appointed hour of departure.

345. We mention these regulations because of the similarity between the movement of livestock in New South Wales and the Argentine. An idea of the importance of livestock traffic in the two countries may be gathered from the record of numbers conveyed per annum, *viz.*, New South Wales (1924), sheep, 8,000,973; cattle, 780,558; Argentine, sheep, about 14,000,000; cattle, 5,000,000 to 6,000,000.

### Insufficient Vehicles to meet full needs of Livestock Traffic.

346. It is admitted that there is an insufficient number of trucks to meet the full demands of livestock traffic in time of drought. We do not think such a shortage should exist. Vehicles should be available either for conveying sheep and cattle to market or for the transfer of starving stock from one district to another. In countries where companies own and manage railways, the Legislature insists upon all transport needs being met, and such would undoubtedly be the case in New South Wales but for the fact that the railways are State owned and managed. Clearly what a State would require public companies to do, it should itself perform where it controls the means. The type of truck that should be built to meet drought emergencies should be solved, and we refer to this elsewhere in the Report.



347. We suggest that instead of a general instruction to stationmasters and guards to see that loss and suffering of animals *en route* do not occur, it would be preferable to equip certain stations on each route for examination, watering and attention, the necessary interval being allowed in the timetable for this purpose.

#### Coal Traffic.

348. Coal traffic accounts for 53 per cent. (8,354,479 tons in 1924) of the total freight tonnage conveyed, and, being slow-moving traffic, calls for powerful engines in the interests of economy, and strict time-keeping to avoid delay to other trains. New South Wales is blessed with good coal measures over a wide area, the principal output at present being from the Newcastle field. Of 6,635,552 tons lifted, 3,622,824 tons were shipped at that port as freight or for bunkering. Complaint is made of the times at which trains are fixed to leave the collieries, but there would not appear to be undue delay in dealing with coal generally, excepting as the result of engine failures and the absence in times of pressure of sufficient berths and cranes to deal promptly with tonnages; for the latter, the Railway Department is not responsible. The Colliery Companies provide wagons for shipping coal, but for inland consumption railway departmental vehicles are used. There is at times a shortage of these wagons. The weight of trains hauled having regard to engine capacity and the loading of wagons is satisfactory.

349. From the Illawarra field 1,106,088 tons were conveyed, and from Western pits 644,983 tons. The former is shipped at Sydney and Port Kembla, and home consumption is for the most part in Sydney. Colliery wagons are available for the major tonnages, country districts excepted. Western pits supply Sydney and shipping, as well as country requirements in competition with the Illawarra field. No complaint has been made of movement in these areas.

#### Tonnage of Coal Handled.

350. The coal tonnage hauled from all coalfields in the Newcastle district from October, 1921, to June, 1924, is as under:—

October, 1921	...	...	...	449,480 tons.	
March, 1922	...	...	...	478,444	"
June, 1922	...	...	...	426,728	"
September, 1922	...	...	...	427,022	"
December, 1922	...	...	...	393,281	"
March, 1923	...	...	...	476,469	"
June, 1923	...	...	...	274,522	" (Maitland field strike).
September, 1923	...	...	...	574,212	"
December, 1923	...	...	...	574,212	"
March, 1924	...	...	...	541,761	"
June, 1924	...	...	...	491,183	"

and it will be seen that, although the coal output appears to have a slight tendency to increase, it is by no means regular, one month varying considerably as against another.

351. In regard to the Maitland field, which includes the Maitland field collieries served by the South Maitland Railway Company, and, in addition, those collieries north of Maitland, viz.:—South Greta, Whitburn, New Greta, Great Greta, Central Greta, and Rothbury, the following outputs were recorded:—

October, 1921	...	...	...	265,547 tons.	
December, 1921	...	...	...	284,477	"
March, 1922	...	...	...	319,425	"
June, 1922	...	...	...	287,465	"
September, 1922	...	...	...	281,652	"
December, 1922	...	...	...	254,735	"
March, 1923	...	...	...	278,155	"
June, 1923	...	...	...	34,761	" (Maitland strike).
September, 1923	...	...	...	348,819	"
December, 1923	...	...	...	249,303	"
March, 1924	...	...	...	356,818	"
June, 1924	...	...	...	311,586	"



The same variation in output is noticeable in these figures as is found in those quoted earlier. While there would appear to be a slight tendency to increase, the output varies from month to month, and the increase falls a long way short of the 50 per cent. increase in output stated in evidence.

#### **Improved Facilities for Coal Traffic.**

352. In regard to the allegation that the Railway Department has made no provision to meet any increased output, the Chief Traffic Manager states that during the last two years, eight additional trains daily were tabled to meet the output of the Maitland field served by the South Maitland Railways Company alone, and most of these were to meet the increased output from the Aberdare Collieries. The whole of the collieries on this field have more than an ample train service to carry their present output.

353. In addition to this, engine power working in coal traffic has been improved. For example, in September, 1922, 51·24 per cent. of the coal trains from East Greta Junction were worked by heavy engines. This has gradually been increased. In August, 1923, the number reached 85·24 per cent.; in December, 1923, 85·05 per cent, and in June, 1924, 81·67 per cent, while the load has been increased practically from 535 tons to a maximum of 610 tons.

354. The regulations permit every colliery to despatch each day one train with 50 per cent. of its load. Taking the collieries as a whole in this district, this means that quite a number of them, having only one train per day, fall short of a full load. This applies more to collieries outside the South Maitland field, although there is a fair percentage of the collieries within this field which takes advantage of this concession, and it is said that the average coal load from the Maitland field will not exceed 530 tons, while the engine power is in the vicinity of an average of 50 tons higher.

#### **Special Trains.**

355. A very large number of special trains is run across country, notably in times of stock movement. Water trains also account for many trains not shown in the working time-tables. As an indication of the measure of these irregular trains, it is noted that 51·10 per cent. special to ordinary run in the Parkes district in one year. The presence of such a number of unscheduled trains must adversely affect the time-keeping of regular services, especially on single lines. It is desirable that, where possible, conditional timings should be printed in the working time-tables in order to give the best possible service, and also for the information of the staff. It is stated that difficulty exists in foreseeing the times at which these trains will be required, particularly so where water trains are concerned—the latter amounting to as many as 329 per month under drought conditions—and these, no doubt, are difficult to deal with; but, at any rate, some of the remainder could with advantage be given conditional running time-tables.

#### **Facilities at Terminal Stations.**

356. The terminal stations and depots at Sydney are in the main managed in a satisfactory manner. The Central Station, now under rearrangement in connection with the City railway, has, however, reached that stage when it is subject at intervals to congestion, which electrification and the opening of the City railway should cure. It is a matter for congratulation that those who were responsible for the building and lay-out of this important terminus looked far ahead and gave Sydney a station not only architecturally good, but so effectively laid out as to be able to deal easily with a much larger passenger traffic than appeared probable at the time it was erected. A minor improvement in operating efficiency would result from the employment of electric luggage barrows now common at most large terminal stations.

357. The outwards goods depot at Darling Harbour is comparatively new, the handling, loading, and despatch of traffic giving general satisfaction. Accommodation for inwards traffic needs laying out afresh, but, notwithstanding obvious disadvantages due to traffic having outgrown shed and stage capacity, there is little public complaint. An application for extension of time during which goods are received at Darling Harbour had better be left as it is in the interests of throughout rapid conveyance.

#### **Defects**



### Defects at Newcastle.

358. At Newcastle the same record cannot be claimed. The whole lay-out, both of passenger and goods accommodation, calls for rearrangement. The Commissioners have long recognised this, but absence of funds has been an obstacle to any considerable expenditure in that direction. Valuable land which could well be sold to the advantage of the railway and the amenities of the town is the site of old buildings and yards, which could better be placed elsewhere (Q. 3507). At present North and South bound Mail and Interstate trains run into and out of a dead-end station, this involving delay to through passengers. A preferable arrangement would be an improvement of Broadmeadow as a through line station with connecting services to and from the terminal station. Newcastle is the second town in importance and size in New South Wales; its traffic and population are increasing rapidly, and deserve far better railway facilities than exist to-day. Many of the complaints originating there should yield to the local management recommended in Part III of our Report under the head of "Organisation."

### Traffic Exchange Points and Facilities.

359. At Albury, Wallangarra, and Tocumwal the transfer of passengers from and to Victorian and Queensland trains is as good as can be devised under the circumstances attending the break of gauge. With regard to the loading and unloading of goods traffic at Albury, improved mechanical or electrical appliances would lead to quicker despatch of traffic. If there be any prospect of uniformity of gauge linking up the capitals of the States, it would scarcely be worth while to alter existing machinery, but if the imaginary line dividing Victoria from New South Wales is to perpetuate the break of gauge, which would not be tolerated within the confines of a single State, then the expenditure necessary to replace hand-worked cranes and other appliances will be justified.

360. Other terminals meet public requirements and are free from complaints.

### Movement of Rolling Stock.

361. Passenger stock generally is admittedly short in number, the best being done in the composition and arrangement of trains under the circumstances prevailing. This shortage affects not only existing services, but prevents the running of additional trains desired on many parts of the system.

362. Goods and live-stock wagons are controlled as to movement by the Superintendent of Goods and Live Stock Transportation. The former are said to be sufficient for present tonnages, although it is certain that, but for the very efficient way in which these vehicles are manipulated to and from producing centres, a shortage would be felt. Loaded goods wagons from Sydney numbered in twelve months 177,383, as against 272,710 run away empty. The record for live-stock vehicles in the same period gives 15,958 loaded outward and 55,503 empty. Throughout the railway unbalanced wagon movement is apparent. This makes supply difficult of adjustment; it is well done, however.

### Weighbridges.

363. Complaints of inconsistency between weighings at forwarding and receiving stations were voiced by several witnesses, some of them originating from a desire to make use of railway weights for buying and selling purposes. Railway weighbridges are tested by official inspectors under general law, they are subject to periodical overhaul, repair and test by competent railway men, and there should be no question of their accuracy. In cases where it is proved that a greater weight has been charged for than is actually conveyed, the overcharge should immediately be refunded.

### Cleaning of Carriages.

364. There appears to be justification for complaint of dirty carriages on certain trains. It must be recognised, however, that, with a shortage such as exists in this class of vehicle, it is not easy to do full justice to the whole of the carriage



carriage stock. Still the importance of cleanliness cannot be put too high, and by the provision of vacuum cleaners for interiors, the carriages of trains at the starting point should lack nothing in that direction.

**Accidents.**

365. The record of New South Wales Railways in comparison with other countries is good under this head. It applies to accidents to employees as well as to the public. Propaganda by "Safety first" rules, with the constant reminder of need for caution has no doubt had a beneficial influence in this direction during recent times.

**Lighting of Trains.**

366. The complaint under this head will, we gather, be obviated by the provision of electric light in place of gas, which the Commissioners are proposing gradually to instal on all but the very oldest stock.

**IV.—MANAGEMENT.**

**(g) RATES AND FARES.**

367. Under the Railway Acts a clause dealing with tolls provides that:—

"(1) The Commissioners may carry and convey upon the railways all such passengers and goods as are offered for that purpose, and may demand reasonable tolls and charges in respect thereof.

"(2) Subject to the provisions of this Act, all such tolls shall, at all times, be charged equally to all persons, and after the same rate, whether per ton, per mile, or otherwise, in respect of all passengers and of all goods or carriages of the same description, and conveyed or propelled by a like carriage or engine passing over the same portion of the line of railway and under the same circumstances; and no reduction or advance in any such tolls shall be made, either directly or indirectly, in favour of or against any particular company or person travelling upon for using the railway."

**Passenger Fares.**

368. The scale of ordinary fares in operation for passengers travelling within the Suburban Area, *i.e.*, to places radiating for a distance of 34 miles from Sydney and Newcastle respectively and including Richmond, 38 miles on the Western Branch Line, is:—

Second Class (Single)	First mile	...	...	...	...	2d.
	2 to 8 miles (per mile)	...	...	...	...	1d.
	Each succeeding mile	...	...	...	...	$\frac{3}{4}$ d.

First Class.—Second Class plus one-third.

The return fares are:—

First Class.—Double the Single.

Second Class.—Double the Single less 1d. except in regard to a few short distances.

369. The fares between all Stations outside the Metropolitan and Newcastle Suburban Areas (Single fares only) are based on the following scale:—

<i>Miles.</i>	<i>Fare per mile Second-class.</i>					
1 to 100	...	...	...	...	...	1.75
101 „ 200	...	...	...	...	...	1.52
201 „ 300	...	...	...	...	...	1.5
301 „ 400	...	...	...	...	...	1.32
401 „ 500	...	...	...	...	...	.85
501 „ 600	...	...	...	...	...	.85
601 „ 700	...	...	...	...	...	.85
701 „ 800	...	...	...	...	...	.85
801 „ 900	...	...	...	...	...	.85
901 „ 1,000	...	...	...	...	...	.85

The first-class fares are the second-class fare, plus 50 per cent.

**Suburban**



### Suburban and Country Fares.

370. The fares from Sydney or Newcastle, also from stations in the Metropolitan and Newcastle Suburban Areas to all stations outside these areas and *vice versa* are computed by adding the fare for the distance travelled over the Metropolitan and Newcastle Suburban Areas to the fare for the distance outside. For example :—

					Single.	
					First Class.	Second Class.
					s. d.	s. d.
Sydney to Katoomba, 68 miles—						
Metropolitan Area : 34 miles—“ A ”	...	...	...	...	3 2	2 4
Country „ 34 „ —“ B ”	...	...	...	...	7 5	4 11
					10 7	7 3

The fares between Sydney and Melbourne, and Sydney and Albury are—First-class £4 and £3 14s., and second-class £2 13s. and £2 9s. 7d. respectively.

### Anomalies in Fares.

371. Anomalies in the list of fares charged for passengers, both first and second class, as between interstate and local, and also between the suburbs and the country, have been the subject of complaint. The justification for lower fares between State capitals is sea competition, the arbitrary sum of the reduced fares being divided between the several State railways in proportion to the mileage run over each. It is held that a passenger from a station other than the capital should not expect to travel at the same proportionate rate as a fare fixed for the purpose of obtaining revenue which would not accrue to the railways, but for the inducement offered by a lower fare to prefer the rail to the sea. Accepting this as a reasonable proposition, it cannot be said that the difference in the ordinary fare for suburban and country travel is accounted for by the cost of conveyance in the country being higher than in the suburbs. Neither can it be demonstrated that a country passenger receives a greater benefit by way of speed or comfort in travel; rather the contrary, especially in the case of mixed trains, of which so many are run. The measure of disparity is brought out forcibly by the instance given of fares from Sydney to Katoomba. The fare for 34 miles on suburban lines is 3s. 2d. first, and 2s. 4d. second class as against 34 country miles 7s. 5d. first and 4s. 11d. second.

372. It is not quite clear how the difference in charge as between town and country was established. It has existed for many years. Unfortunately, to adjust the fares at this juncture by making the rates per mile identical would involve a loss of revenue too heavy to be borne. We suggest, however, that at the earliest opportunity, and as revenues improve, the country fares should be reduced, such reduction being regarded not as a total loss, but as a means of inducing increased travel by a cheaper fare, thus offsetting to some extent the loss in revenue that must be faced.

373. A large number of reduced fares for workmen's and week-end tickets to popular resorts are in operation. Probably an extension of week-end tickets to and from the country would increase revenue, and we think that cheap market tickets by certain trains issued on one day of the week, preferably in the middle of the week, would prove as popular and pay as well as such facilities do in other parts of the world.

### Increases in Passenger Fares.

374. Increases in passenger fares since 1914 are shown hereunder :—

Date.					Suburban Scale.	Country Scale.	Periodical.
					Per cent. Increases.	Per cent. Increases.	Per cent. Increases.
8 August, 1917	...	...	...	...	10	10	10
1 November, 1918	...	...	...	...	7½	7½	7½
1 January, 1920	...	...	...	...	20	20	20
1 November, 1920	...	...	...	...	16⅔	16⅔	16⅔
Actual percentage on 1st November, 1920, over pre-war bases					66	66	66



### Reduction in Fares and Parcel Rates.

**375.** Reductions in passenger fares and parcel rates, involving a loss of revenue exceeding £100,000 per annum, have been made since 1922. Various reductions have been made since 1st May, 1922, as follows :—

- 1 May, 1922—1st class periodical fares adjusted to 2nd class, plus 50 per cent., representing reductions ranging to 13 per cent. for mileages over 30, and up to about 600 miles.
- 12 Dec., 1923—2nd class country single fares decreased for mileages over 500, ranging up to  $6\frac{1}{2}$  per cent. 1st class country fares slightly decreased up to 100 miles, up to 6 per cent. to 200 miles, and from about 7 to 15 per cent. for distances over 200 miles.
- 1 May, 1924—2nd class suburban fares up to 34 miles decreased 3 to 11 per cent.; 1st class, 7 to 25 per cent. Over 34 suburban miles 2nd class decreased 8 to 18 per cent.; 1st class 23 to 27 per cent.
- 1 May, 1924—New scale introduced for periodical tickets within the Metropolitan and Newcastle Suburban areas, representing a reduction on previous charges ranging to about 2 per cent. up to 50 miles, 2nd class. Reductions on 1st class tickets ranged from 11 to 13 per cent.—rates being fixed at 2nd class, plus one-third, instead of 2nd class plus one-half as formerly.

### Parcels Rates.

**376.** No complaints have been raised with regard to the parcels rates. These are reasonable, especially so in regard to milk, butter and fruit. Consignments of milk and cream are carried under "Owners' Risk" conditions, and, if carried in owners' vans, are charged at the rate of 1s. 2d. per four wheels, minimum 41s. 6d., and the van is returned free. If Departmental louvered vans are used, a hiring charge of £1.0s. 9d. per week additional is enforced.

**377.** Milk carried in cans in passenger train brakevans is charged for on a sliding scale for distances from 7 to 300 miles, the rate from 201 to 300 miles being  $3\frac{1}{4}$ d. plus one-sixth per gallon, while for 301 miles and upwards  $4\frac{1}{4}$ d. plus one-sixth per gallon is charged. The carrying capacity of the cans used is 5 and 10 gallons each. In regard to the vats, the capacities differ, but this does not affect the freight, as it is charged on a mileage basis per van. The capacity of fixed vats in Departmental and private vans varies from 500 to 700 gallons, while portable vats will hold 250 gallons.

**378.** Seasonal fruits are conveyed in bogie louvered vans by passenger trains, under "Owners' Risk" conditions, and at goods rates, viz., miscellaneous in full truck loads, plus 25 per cent., minimum, 6 tons per 4-wheeled vehicle, 12 tons per bogie truck; and for smaller quantities "A" class on the actual weight. Fruit specials are run when a guarantee is given for a minimum load of 75 tons, ordinary goods rates as shown above being charged.

**379** Fruit is charged at half parcel rates on the bulk weight. If cheaper, the following rates are charged for any distance conveyed at the convenience of the Department :—

	Per case.
	s. d.
In cases not exceeding half-bushel size ... ..	1 0
In cases exceeding half-bushel, but not exceeding bushel size ... ..	2 0
In cases over bushel size, approximately $2\frac{1}{2}$ cubic feet in measurement ... ..	2 9

When two or more cases secured together as one consignment do not exceed the capacity of one half-bushel or bushel case respectively, the charge is as for half-bushel (1s.) or bushel case (2s.).

**380.** Butter is conveyed by passenger and mixed trains. Bogie louvered vans are used on passenger trains, and refrigerating cars on mixed trains. Consignments are carried under "Owners' Risk" conditions, and at ordinary goods rates, viz. :—

Full truck loads "A" rate (Subject to a maximum charge of 1s. 9d. per box, not exceeding 66 lb. gross).

Smaller quantities, "B" class rate, minimum 4 tons per 4-wheeled, and 8 tons for bogie refrigerator cars.

### Goods Rates.

**381.** The pre-war classification of merchandise was in the main based upon what the traffic would bear in the shape of a conveyance charge. Other factors such as the encouragement of wheat production, development of industries, and to some extent the cost of haulage, were elements in the decision to include articles in



in a particular class. The objective of a goods classification is to secure a given amount of Revenue, *i.e.*, general railway expenditure, including interest, by an equitable division of conveyance charge as between the various classes of traffic having regard to the character, value, and other considerations attaching to each item. No one has yet been able to devise a classification to please everybody. Comparisons are constantly being made between the value, cost of conveyance, or the national importance of one article and another, with the object of bringing an article into a lower scale. Revisions of classifications are frequent, and New South Wales affords no exception to this rule. The present classification with many modifications introduced during the last two years is as follows:—

NUMBER of Commodities carried under various Classification Rates:—

- |   |   |   |  |
|---|---|---|--|
| 1. Crude Ores—<br>Antimony.<br>Bismuth.<br>Crude fuller's earth.<br>Crude ochre.<br>Crude silica.<br>Gold.<br>Lead.<br>Iron.<br>Copper.<br>Silver.<br>Manganese.<br>Tin (lode and stream).<br>Ores.<br>Oxide of iron.<br>Pyrites.<br>Magnesite. | 6. Miscellaneous ( <i>con'td.</i> )<br>Lead (bullion, scrap, or pig).<br>Molasses.<br>Wire-netting.<br>Drain-pipes.<br>Rock salt.<br>Stone.<br>Tiles.<br>Timber.<br>Lime. | 10. "A" ( <i>continued</i> ).<br>Wines and cider, made in Commonwealth.<br>1 ton lots.  | 13. 1st—<br>Animals and poultry in crates, alive.<br>Bread.<br>Candles.<br>Ceilings, metal sheets.<br>Dates.<br>Dried fruits.<br>Dyes.<br>Furniture, in vans.<br>Houses, wood, portable.<br>Jam, packed.<br>Meat, preserved.<br>Pork, beef, mutton.<br>Rope, grass.<br>Sheep's tongues, tinned.  |
| 2. Gravel—<br>Ashes.<br>Clay.<br>Soil.<br>Gravel.<br>Road metal.<br>Screenings.<br>Sandstone.<br>Rubble.<br>Ballast.  | 7. Hay, Straw, Chaff, &c.—<br>Hay.<br>Straw.<br>Chaff.<br>Greenfodder.<br>Ensilage.   | 11. "B"—<br>Aerated waters.<br>Agricultural implements.<br>Cheese made in Commonwealth.<br>Currants, raisins, and almonds, grown in Commonwealth.<br>Dried fruits, grown in Commonwealth.<br>Dripping and lard, in casks.<br>Tallow.<br>Dross metal.<br>Fish (dried in Commonwealth.)<br>Flax (in bundle).<br>Greases.<br>Hides (dry).<br>Galvanised iron, packed local.<br>Rolled, stamped, or wrought iron, local.<br>Machinery.<br>Contractors' plant.<br>Milk, fresh.<br>Kerosene (unrefined).<br>Kerosene, benzine, &c.<br>Pipes, galvanised.<br>Soap, soft, common, sand.<br>Stone.<br>Sugar. | 14. 2nd—<br>Bottles and jars, druggist.<br>Biscuits and cakes.<br>Boilers.<br>Boots and shoes.<br>Cables and wires, insulated.<br>Catering (material).<br>China and glassware.<br>Coffins.<br>Confectionery.<br>Cordials and lime juices.<br>Cotton (in bales).<br>Cutlery.<br>Drapery and mercery.<br>Drugs and medicines.<br>Electroplate ware.<br>Enamelware.<br>Floorcloth.<br>Linoleum.<br>Furniture.<br>Groceries.<br>Hardware.<br>Instruments, musical and scientific.<br>Joinery.<br>Lead, white and red.<br>Personal luggage.<br>Electric supplies and dynamos.<br>Paints.<br>Baths.<br>Sundries.<br>Tobacco, manufactured.<br>Tools. |
| 3. Manure—<br>Lime, agricultural.<br>Artificial and other manures.  | 8. "M," plus 50 per cent.—<br>Fencing wire (black, including barbed.)<br>Fencing wire, (galvanised), declared for fencing purposes.                                       | 12. "C"—<br>Ale, beer, porter, in bulk<br>Cotton—ginned.<br>Galvanised iron, packed imported.<br>Rolled, stamped, or wrought iron and steel, imported.<br>Iron or steel manufactured or cast local.<br>Lubricating oil in casks and cases.<br>Piping declared for agricultural and pastoral purposes.<br>Skins, sheep's and goat's, loose.<br>Spirits, made in Commonwealth.<br>Twine, harvesting.  |  |
| 4. Agricultural Produce—<br>Flour and mill offal.<br>Vegetables<br>Grain.   | 9. Mileage Rates—<br>Motor and road vehicles.<br>Boats.<br>Theatrical material.<br>Circus material.   | 10. "A."—<br>Bags in bales and bundles.<br>Bluestone (kegs or cakes).<br>Bottles (common).<br>Butter.<br>Empty cases.<br>Cotton, unginned.<br>Flooring composition.<br>Hides (wet).<br>Honey.<br>Meat (preserved), made in Commonwealth.<br>Pitch and Tar (coal or gas).<br>Pottery.<br>Salt, fine.<br>Sausage skins and ox casings.<br>Sheep's tongues, packed in Commonwealth.<br>Spraying compounds.<br>Tobacco, leaf and stalk.   |  |
| 5. Coal rates—<br>Coal.<br>Coke.<br>Cement—clinkers.<br>Cemorta (sand and cement mixed).<br>Charcoal.<br>Firewood.  |   |   |  |
| 6. Miscellaneous.<br>Artificial foods, live-stock and poultry).<br>Asbestos, cement slates and sheets.<br>Blocks.<br>Bricks.<br>Cement.<br>Fruit (green-packed).<br>Horns and hoofs.<br>Iron (scrap).   |   |   |  |



382. Additional revenue had, perforce, to be obtained during and after the war in order to balance the increased cost of operation, and a gradual advance in goods rates was made in New South Wales as in all other countries. The subsequent adjustment and reduction of many of these rates have proved very difficult, inasmuch as the mileage rates prior to 1913 under the different classes were made up by scales, the rate per mile decreasing as the distance increased; but the scales for one class did not depend on the scale for another, therefore, the increase or decrease of one rate compared with another might be 30 per cent. at 50 miles and 60 per cent. at 500 miles.

### New Scales of Rates.

383. The various percentage increases effected between 1913 and 1921 destroyed these scales, and, in the issue of the Merchandise and Livestock Rates Book, dated 11th January, 1922, new scales were introduced. The object was to make the scales for one particular rate, and to work all other rates on that scale by increasing or decreasing on a percentage basis. It was considered advisable to make the Miscellaneous Class Rate the basis for the scale, and this was introduced. From this scale—

"A" rate was taken as 1.75 of the Miscellaneous Class Rate.  
 "B" " " 2.50 " "  
 "C" " " 3.50 " "

and it was found that these could be introduced without any material increase or decrease on the rates then in operation; but in respect of manures, coal, first and second class rates the intention was to make—

Manure rate, .375 of the Miscellaneous Class Rate  
 Coal rate, .75 " "  
 1st class, five times " "  
 2nd class rate, six times " "

It was discovered, however, that the increase or decrease which would be caused in respect of manures and coal up to 200 miles, and first and second class rates up to 250 miles was too great, as it meant a large decrease in revenue which the Department could not bear, or, as an alternative, a large increase on the coal and general goods, which latter mostly would be sent to the country for the use of settlers there, and, as a temporary measure, rates had to be adopted which had no dependence on the Miscellaneous Class Rate up to the distance shown above.

384. The same was found to exist in regard to the rates on hay, straw, and chaff, agricultural produce, and wool and crude ores where new bases had to be adopted, but the declared intention is at the earliest possible moment to base these on a percentage of the scale adopted for the Miscellaneous Class Rate.

385. The percentage increases in freight rates since 1913 have been as follows:—

Description of Traffic.	Percentage Increase.	Date Increased from—
	Per cent.	
Manure, to 229 miles ... ..	10	12-12-16
Manure (all distances) ... ..	7½	1-11-18
Coal, in Departmental trucks ... ..	10	8-8-17
Do do ... ..	7½	1-11-18
Coal, in owner's trucks ... ..	15	8-8-17
Do do ... ..	7½	1-11-18
Both ... ..	10	1-1-20
Miscellaneous class ... ..	10	12-12-16
Do ... ..	7½	1-11-18
Do ... ..	10	1-1-20
"A," "B," and "C" classes... ..	10	1-3-14
Do ... ..	10	12-12-16
Do ... ..	7½	1-11-18
Do ... ..	10	1-1-20
1st and 2nd classes ... ..	10	5-7-13
Do ... ..	10	12-12-16
Do ... ..	7½	1-11-18
Do ... ..	10	1-1-20



Description of Traffic.										Percentage Increase.	Date Increased from—
Wool	...	...	...	...	...	...	...	...	...	10	12-12-16
Do	...	...	...	...	...	...	...	...	...	7½	1-11-18
Do	...	...	...	...	...	...	...	...	...	10	1-1-20
Livestock	...	...	...	...	...	...	...	...	...	10	1-3-14
Do	...	...	...	...	...	...	...	...	...	15	12-12-16
Do	...	...	...	...	...	...	...	...	...	7½	1-11-18
Do	...	...	...	...	...	...	...	...	...	10	1-1-20
Hay, straw, and chaff	...	...	...	...	...	...	...	...	...	10	8-8-17
Do	...	...	...	...	...	...	...	...	...	10	12-12-16
Do	...	...	...	...	...	...	...	...	...	7½	1-11-18
Do	...	...	...	...	...	...	...	...	...	10	1-1-20
Crude ores and minerals (other than coal, coke, and shale)...	...	...	...	...	...	...	...	...	...	10	12-12-16
Do	do	do	do	do	do	...	...	...	...	7½	1-11-18
Do	do	do	do	do	do	...	...	...	...	10	1-1-20
"Up journey" rates for grain, flour, &c.	...	...	...	...	...	...	...	...	...	10	12-12-16
Do	do	do	do	do	do	...	...	...	...	7½	1-11-18
Do	do	do	do	do	do	...	...	...	...	10	1-1-20
Frozen meat	...	...	...	...	...	...	...	...	...	15	12-12-16
Do	...	...	...	...	...	...	...	...	...	7½	1-11-18
Do	...	...	...	...	...	...	...	...	...	10	1-1-20
All rates	...	...	...	...	...	...	...	...	...	16⅔	1-11-20

Revisions amounting to an annual loss of revenue of some £600,000 have since been made in the scales, while variations, primarily in classification on 11th January, 1922, accounted for certain slight increases and decreases.

Freight Classification.

386. Having regard to the magnitude of the goods traffic, complaints of the classification and of the rates are remarkably few. At Newcastle general complaint was made of the classification, but at Sydney the representatives of the Chamber of Manufactures asserted (Q. 3214) that no objection was raised at the present time as to the fairness of the classification.

Tapering of Rates.

387. Objections to the tapering of rates, emanating from Newcastle, we do not regard as valid inasmuch as the principle applies in all directions and is very unlikely to affect adversely as a whole the trade of any town or district. Where a loss might arise in one direction, it would stand to gain in another. It is common practice to taper rates according to distance. Unless a difference in rates be very great, it is not the general experience that trade is diverted from one centre to another solely by reason of railway charges. Sir Mark Sheldon stated the influence governing trade location very clearly when he said (Q. 1966):—

“The wool-grower is not going to send his wool to some new port or some new market simply because it happens to be near his door. It may cost him a little less in trainage, but he is going to send it to the best market where he can get the best price. The matter of trainage or freightage is a very small item compared with the competition which you can get in a big market, and although it would be very convenient for him for his personal convenience, or it may be for his district, and so on, I do not think he would be prepared to sacrifice his pecuniary interests for the sake of the district, or for the sake just of the sentiment of opening a new port.”

388. A question of rates from Sydney northward being on a lower scale than from Sydney southward, and said to be to the detriment of Newcastle, has been brought about by sea competition. Rates charged from Sydney northward on a lower scale than to the south apply also from Newcastle to Sydney and intermediate stations. There is, therefore, no difference of treatment between the two cities. It is true that rates from Sydney to places north of Newcastle are on a lower scale than from Sydney southward, again indirectly in competition with the sea, but we cannot find that the sum of such rates would affect Newcastle trade with those places. If there are any instances calling for adjustment, which we have not discovered, it will be advisable to deal with them promptly.



389. There is evidently an idea that a considerable proportion of the traffic is conveyed under existing rates at cost or even at a loss. This view is incorrect. The charges yield a fair return after meeting conveyance and general costs of upkeep and administration.

390. A complaint of rates for apples being 60 per cent. higher than the rates for potatoes is met by the perishable nature of the one demanding more speedy and careful transit than the other, which travels by slow goods train.

#### Rates for Fodder.

391. A grievance voiced by Dr. Norman Kater, M.L.C., President of the Graziers' Association (Q. 2270) should be capable of adjustment, at any rate until sufficient wagons are available to deal adequately with fodder in times of drought. Reduced rates are in operation during drought periods for fodder destined for starving stock, but difficulty arises at that particular time by reason of wagon scarcity. It is suggested that reduced rates might be given at times when traffic upon the railway is light, a safeguard against abuse being provided in the shape of a declaration that the fodder is to be used in times of drought only. In this, as in cognate questions, the national value of primary or secondary industries demands recognition and help apart from the measure of profit at any given moment. That the Commissioners are not unmindful of this is shown by concessions given and the efforts they have made within their resources to move starving stock, but it would obviously help if fodder could be secured beforehand and thus avoid in some cases the removal of sheep from one district to another at unremunerative rates. A live sheep is a potential source of revenue to the railway, and anything in reason that can be done to keep sheep alive is to the advantage of the Railway Department, in common with the owners, and the community generally.

392. At the same time the limitation of reduced rates for fodder for starving stock to distances 100 miles beyond the seaboard might well be reviewed in the direction of reducing the limited distance somewhat. There is much to be said for Mr. Fraser's view (Q. 4072) that:—

"Many of the carters in the streets of Sydney would, if we gave concession rates on fodder brought into this area, get advantage of that low-priced fodder and use it for purposes for which the fodder was certainly not intended. The same thing applies around Newcastle, and outside of that, of course, there is the fact that almost always in drought seasons there is feed on the coast of a sort—not the very best of feed, but there is generally natural feed, and it is not necessary to feed stock within the areas mentioned here as it is in the outside areas where there is no feed of any kind whatever. The main objection, of course, is that fodder brought into areas such as the surroundings of Sydney and the surroundings of Newcastle at concession rates would undoubtedly be used by a number of people not entitled to it."

#### Minimum Truck-load Rates.

393. Fixed minimum truck-loads were objected to on the ground that the bulk could not in certain commodities be loaded upon the trucks. This was met by the assertion (Q. 4540-2) that tests were made and demonstration shown to the contrary.

#### Differential Rates.

394. A number of witnesses deprecated very strongly the practice of charging less for certain articles of home manufacture than for imports of a similar character conveyed under like conditions. It was contended that it is not the function of the Railway Commissioners to apply what is in effect a tariff duty or preferential treatment to any industry, that being the function of the Federal Tariff Board. This view was taken by witnesses on behalf of the Producers' Association Central Council, the Apple and Pear Growers' Association, and the Australian Association of British Manufacturers and their representatives. We understand these or similar differential rates have been in operation for many years. The other side of the picture is given in a memorandum from Messrs. Lysaght Proprietary Company (see Appendix) and by Mr. Fraser (Q. 4115-9). This is a question not so much of railway management as State policy, and we must leave it at that.

#### Reductions



### Reductions in Rates.

395. That the Commissioners are alive to the desirability of bringing rates down to a point nearer pre-war is shown by reductions which, as before mentioned, result in a loss of revenue exceeding £600,000 per annum. These reductions include the following:—

Crude ores ... ..	£11,500	Ales, porter, vinegar, dried fruits, and fish, &c. ... ..	£26,000
Coal and coke ... ..	25,000	Preserved fruits, golden syrup, &c. ...	10,000
Residual oil ... ..	7,500	Fresh fruit, passenger and goods, interstate or full truck loads, &c. ...	45,000
Water and gas pipes to the country ...	5,000	Brandy, whisky, &c. ... ..	12,000
Wire rod and drawn wire ... ..	18,000	Agricultural produce ... ..	24,000
Grain, flour, vegetables, &c. ... ..	19,000	Plaster ... ..	5,000
Galvanised iron, rolled and drawn iron and steel ... ..	58,000	Stone ... ..	5,000
Gasoline, benzine, &c. ... ..	9,500	Tar ... ..	14,000
Arsenic ... ..	10,000	Tiles ... ..	7,500
Dept. Agriculture—		Timber for butter boxes, &c. ... ..	5,000
Galvanised iron, cement, metal, machinery, &c. ... ..	15,000	Butter paper ... ..	5,000
Artificial stock and poultry food ...	9,000	Single packages of butter, honey, eggs, &c. ... ..	9,000
Pig-iron ... ..	5,000	Various commodities charged at concession rates on up journey ...	15,000
Livestock for re-stocking purposes ...	5,000	Rates on Northern River Lines ...	12,500
Unprotected cast-iron and steel ...	2,500	Limestone... ..	5,500
Fencing wire ... ..	5,000	Manganese ... ..	7,750
Artificial manure... ..	2,000	Metal steel ceilings, terra-cotta air bricks, &c. ... ..	2,000
Sugar ... ..	10,000		
Road vehicles ... ..	4,350		

### Coal Rates.

396. Two claims for reduction of freight charges upon coal traffic have been made, viz., (1) that increases during and since the war should have been by flat rate of increase, *i.e.*, a similar amount per ton irrespective of distance, instead of a percentage increase all round, and (2) that a charge levied recently for tipping coal at Newcastle should be abolished. With regard to the former, the acceptance of the claimants' views, on the basis of securing the same revenue as at present would result in high flat rates, thus making the rates for short distances altogether out of proportion to those for a long haul. We consider that the introduction of a percentage increase upon pre-war rates was the most satisfactory and equitable method that could be adopted. In the second case the answer of the Commissioners (Q. 4215) is that the charge for tipping is made to cover costs of power production, interest on capital invested in power-house, on the reticulation of water mains, and on maintenance as well as for actual labour in tipping of the coal. It is true that for several years no such charge was made, but, with the necessity to secure more revenue, a gratuitous service could not in justice be continued. We consider the Commissioners' views are sound.

### Carriers Act.

397. Evidence was given advocating the inclusion of the Carriers Act in the Commissioners' obligations. There is evidently a misunderstanding upon this question, inasmuch as under section 33 of Act No. 30, 1912, the Railway administration come under the Carriers Act.



# V.—TRAMWAYS.

398. The tramways of New South Wales are controlled by the Commissioners under the conditions and obligations applicable to railways. Services are operated in the Metropolitan and Sydney suburban areas, in Newcastle and the vicinity thereof, and at Broken Hill, the total tramway mileage, electric and steam, open for traffic being 227½ miles. The number of passengers carried during the financial year ending 30th June, 1924, was 340,957,725, and the tram miles run, 32,110,054. The capital cost, including equipment, is £10,758,958. The earnings for the year 1923–24 were £3,633,916, against working expenses, £3,091,531, leaving a balance of £542,385, or £5 4s. 8d. per cent. upon the capital expended. The percentage of working expenses to receipts was 85·07. Earnings per tram mile were 2s. 3d., and expenses, 1s. 11d., or a return of 4d. per tram mile.

399. Comparisons between 1914 and 1924 are as follows :—

ALL ELECTRIC TRAM LINES.			STEAM TRAM LINES.		
Year.	Passengers.	Mileage.	Year.	Passengers.	Motor Mileage. Car Mileage.
1914	290,547,553	27,369,969	1914	20,045,145	1,441,774 2,821,282
*1924	323,652,752	30,675,479	1924	17,304,973	1,434,575 2,239,309
Increase ...	11·4%	12·1%	Decrease	13·7%	5% 20·6%

\* Includes Newcastle (opened partly, 17th December, 1923).

## COMPARISON 1914 with 1924.

Year.	Population Served.	Street Miles.	Length of Single Track.	Capital Cost.	Passengers Carried.	Revenue.	Expenditure.	Interest.	Profit or Loss.
All Tram Lines.									
1914	866,310	Mls. chs. 212 13	Mls. chs. 328 42	£ 7,628,653	310,592,698	£ 1,934,164	£ 1,669,033	£ 263,451	£ 1,680
1924	1,192,000	227 46	367 69	10,758,958	340,957,725	3,633,916	3,091,531	532,187	10,198
*All Electric Tram Lines.									
1914	722,620	145 59	252 27	7,054,832	290,547,553	1,781,063	1,520,185	242,694	18,184
1924	987,000	160 41	286 10	9,209,883	320,402,789	3,391,626	2,781,148	458,054	152,424
City and Suburban Electric Tram Lines.									
1914	553,220	105 35	192 79	5,966,961	250,696,726	1,603,532	1,349,428	205,385	48,719
1924	731,000	116 69	213 17	7,573,320	280,312,845	2,969,698	2,404,565	376,661	188,472
All Steam Tram Lines.									
1914	143,690	66 34	76 14	573,820	20,045,145	153,101	148,848	20,757	16,504
1924†	199,000	67 5	81 59	1,549,075	20,554,936	242,290	310,383	74,133	142,226

\* Newcastle Electric excepted.

† Includes Newcastle, part Electric.

## Profitable Tramway Services.

400. The Sydney City and Suburban lines, with 116 miles of tram line, and the Rockdale to Brighton-le-Sands (1 mile 20 chains), provided a profit over working expenses of over £568,000, and carried the burden of other sections, which exhibit a loss of £25,804, North Sydney (23 miles) and Manly to Narrabeen, and Manly to Spit (10 miles) excepted, these yielding a profit over working expenses the former of £36,372, but a loss of £15,874 after meeting interest, and the latter a profit of £11,965, but a loss after paying interest of £4,701.

Tramways



### Tramways Working at a Loss.

401. The following services were operated at a loss :—

Ashfield to Mortlake and Cabarita (8 miles) lost £6,047 on the working—£17,199 including interest.  
 Parramatta to Northmead (2 miles, steam) lost £4,485 after paying working expenses, and £5,419 including interest.  
 Arncliffe to Bexley (2 miles 50 chains, steam), lost £2,786 on working and £3,940 after meeting interest.  
 Kogarah to Sans Souci (5 miles 45 chains, steam) lost £6,585 and including interest £8,230.  
 Sutherland to Cronulla (7 miles 32 chains, steam) lost £3,671, and with interest added £6,430.  
 The Newcastle City and Suburban (35 miles 19 chains, partly steam, partly electric) shows a loss of £41,380 and including interest a total of £61,322.  
 East to West Maitland (4 miles 5 chains, steam) gave a loss of £766 and with interest £2,550.  
 Broken Hill (10 miles 4 chains, steam) shows a loss of £8,420, and including interest a loss of £12,955.

402. Increases in the number of passengers carried in 1923–24, as compared with 1922–23 are shown on the Sydney City and Suburban tramways of 7,374,133, Manly to Narrabeen and Manly to Spit 79,251, Ashfield to Mortlake 315,429, Arncliffe to Bexley 38,348, Rockdale to Brighton-le-Sands 227,587, Kogarah to Sans Souci 94,986, Newcastle City and Suburban 2,562,341, East to West Maitland 123,347, and Broken Hill 46,191.

### Steam-operated Trams cannot give Adequate Service.

403. From the foregoing figures, coupled with a study of the fluctuation in receipts over the past ten years, two facts emerge. Firstly, that motor bus competition is affecting all tramways : secondly, that steam-operated trams are out of date, cannot give an adequate service, and should be electrified at the earliest moment. Looking at the financial results in detail, and the probability of motor bus competition increasing, it would appear advisable to consider very carefully—indeed, with extreme caution—any considerable extension of the tramway system. The Commissioners recognise this by their intention to test routes already sanctioned for tramway construction by means of motor buses to be run by the Commissioners themselves.

### Electrification Proceeding Slowly.

404. The loss upon steam-operated tramways may be minimised or turned into a profit by electrification. At Newcastle this is proceeding slowly, the tardy substitution of the one system for the other being due to financial difficulties. It is intended to convert the Sutherland to Cronulla tramway into an electric railway in conjunction with the Illawarra line electrification. The loss at present on this tramway is, as will be seen, serious, mainly due to bus competition. When the change is effected, coupled with the growth of the popular resort of Cronulla, a profit should result. It is proposed to electrify the Arncliffe to Bexley and the Maitland tramways also.

### North Sydney Tramways and Railway Electrification.

405. The North Sydney tramways are at present a losing quantity, and with the proposed electrification of the railway—Milson's Point to Hornsby line—a further loss of fares may be expected; but, as pointed out by Mr. Doran (Q. 4390-1), the character of the traffic will change, the tramways then serving mainly as feeders to the railway instead of the ferry-boats. Furthermore, the possibility of growth in that district is great, and an increase of population should benefit the trams.

### Finance.

406. Our observations and recommendations under the head of finance upon railways apply also to tramways. We recommend that the Commissioners should control their own funds and make provision for further capital requirements. We also recommend that, as in the case of railways, reserves for renewal and obsolescence be provided, based on the estimated life of line equipment and tramcars. This totals £191,000 for line, based on a life of sixteen years, and £89,237 for cars. After deducting the mileage of line actually relaid and the cars renewed in 1923–24, also Capital items charged to Revenue, the profit upon working for the latter year is reduced to £388,648. We refer elsewhere to reserves for power-house plant and machinery.

Sydney's



### Sydney's Tramway System.

407. We are impressed with the operation of the electrically-worked tramways. Order and cleanliness are apparent within and without the depots. Timetables are well and conveniently fixed, and the method of collecting fares is simple, while the systems are amongst the best to be found anywhere. A notable feat is performed on race-days at Randwick by the movement of from a thousand to twelve hundred people per minute, and this often at times when large gatherings are catered for from other sports grounds. We think Sydney is to be congratulated upon the tramway system it possesses.

### Traffic Congestion in City Area.

408. Congestion at points within the Sydney City area is a matter of complaint. Tramways while providing cheap transit for the multitude, are not popular with many people because of noise and fixed street obstruction. In every big city to-day the problem of street congestion, brought about to a great extent by the advent of the motor vehicle, is the subject of serious discussion. In London, amongst other cities, congestion is at its worst where trams do not run. So great there is obstruction to movement that omnibuses progress within the City limits at the average rate of from three to four miles per hour. The fact is that, given enough traffic of any sort in any type of vehicle converging upon a comparatively small central area congestion must ensue. Whether vehicles roaming over the streets at will are less liable to cause street obstruction than trams fixed to a line of route and conveying the same number of passengers, is questionable. That the Sydney trams carry more people during the peak hours than would be possible with a similar number of motor buses is certain, and although the former do at certain times constitute what has been called a moving platform, they do no more than is necessary to provide for the traffic offering. The stoppage at each crossing street only is a decided advantage in so far as it affects pedestrians, and other vehicles, and the prohibition against the passing by the latter of trams at rest, whilst delaying other street traffic, is in the interests of safety, and no doubt accounts in a great measure for the comparatively small number of street accidents. The signalling safeguards also help in this connection. So long as people are compelled to make use of vehicles on the streets as a means of getting to and from the City centres congestion will arise, whatever form of transport is available. The immediate remedy, as in the case of the railways, is the completion of the City Railway and the electrification of suburban lines.

### Sections of Tramway Branch.

409. The Tramway Branch is divided into three sections—Traffic, Permanent-Way and Electrical—the latter being under the control of the Chief Electrical Engineer for Railways and Tramways (whose responsibilities are described elsewhere), while the others are supervised by a Tramway Traffic Manager and an Engineer for Tramways respectively.

### Organisation of Traffic Section.

410. The Tramway Traffic Manager is assisted by an Assistant Manager, two Indoor Assistants, one Outdoor Superintendent, and five District Superintendents. Three of the District Superintendents are located in the Sydney area (Eastern, Western, and North Sydney divisions respectively), while one is at Newcastle and one at Broken Hill, where he also controls the short isolated section of railway in that district.

411. Traffic operations are under the control of an Outdoor Superintendent, who is also responsible for the preparation of timetables, the provision of services for special requirements and for the allocation of the rolling-stock to the different depots.

412. The total staff in the Tramway Traffic Branch numbers 5,572, 449 being salaried grades, and 5,123 wages grades. The staff of signalmen, starters, drivers, conductors, checkers, cleaners, pointsmen and flagmen is located at sixteen depots in the Metropolitan area and is controlled by the Depot Masters in relation to the allotment of work, and by the Traffic Inspectors in the various districts in which they operate.



413. The traffic requirements call for the provision of rolling-stock as follows, this being the stock on 30th June, 1924 :—

					Steam Motors.	Passenger Cars.	Service Vehicles.	Total.
Electric Lines	...	...	...	...	...	1,570	92	1,662
Steam Lines	...	...	...	...	92	191	23	306
					92	1,761	115	1,968

414. The Revenue Section is controlled by a Superintendent of Revenue, who is responsible for the collection of revenue received, the accounting in connection with the cash-fare system generally, and the provision of adequate assistance to collect the revenue in ordinary and special traffic.

#### Organisation of Engineering Section.

415. The total single track mileage of tramways, including sidings, loops and cross-overs, for which the Engineer for Tramways is responsible is 423 miles. The Tramway Engineering Branch carries out the maintenance of all tracks (including the road surface) in connection with the tramway systems. In addition, the branch carries out duplications of existing tracks, small additions in the way of extensions and improved facilities for the handling of cars and the erection of car sheds, workshops, and buildings required in connection with the electrical equipment of the service.

416. The drawing office section of the branch is under the direct supervision of the Chief Assistant Engineer, and is divided into three groups, viz., Surveyors and Survey Draftsmen, Engineering Construction, and Architectural :—

1. The work of the former group consists of land survey work alignment of new and re-alignment of existing tracks; precise levelling, which includes re-grading of tramway tracks, and incidentally, streets; detailed survey work; design of curves and junctions; special work computations, and the setting out of works generally, including buildings and drainage.
2. The Engineering Construction Group carries out works of a general construction nature, as distinct from track work or architectural. This consists of preliminary plans and estimates, and, in the event of approval, working drawings.
3. The third group, Architectural, has similar duties to the preceding, with the exception that the work is confined to buildings only.

#### Re-laying Tramway Track.

417. In connection with re-laying, lists are prepared prior to the end of each financial year showing the amount it is proposed to undertake during the following twelve months. The life of the tramway track varies from approximately ten years under dense city traffic, to about twenty-five years on outlying sections. In the re-laying now authorised it is the practice to use 80-lb. T rails, with either a guard specially rolled for the purpose or with 60-lb. T rails recovered from railway works and flanged, the latter type being used on wood-paved sections and curves of sharper radii than 100 ft.

418. The whole of the re-laying work is done without interference to tramway traffic, and with as little as possible to vehicular traffic. The permanent-way is divided into sections, numbering forty-four in Sydney and suburbs; each is under the control of a ganger, who has under his direction a number of fettlers or labourers, and carts. The maintenance staff averages one for each mile of track, excluding carters, who number sixty-one for the whole of the system. Where continuous re-railing or heavy renewals are required, the work is done by a special gang.

419. Under the control of the Engineer there are in the Sydney and suburban districts four depots, the most important being at Woollah Creek, near the terminus of the Cook's River tramway. This is the principal receiving depot for permanent-way material, as well as the transferring depot for material required by other branches



branches (such as the Electrical Branch), which needs to be delivered to tramway electrical depots or workshops, or consigned from such depots to railway destinations.

**Electrical Engineer's Work in connection with Tramways.**

**420.** The work of the Chief Electrical Engineer in connection with tramways is dealt with in Part IV (*d*).

**Separation of Railways and Tramways not desirable.**

**421.** It appears to be the impression, from evidence tendered to us, that a separation of the tramways from the Railway Commissioners' control would be advantageous. We are unable to discover any sign of probable improvement in public service or in economy of operation by such a change of policy. The tramways to be of the greatest public benefit should, in addition to meeting transport needs within inner suburban limits, be complementary to the railways, working in conjunction with and relieving the trains of short-distance traffic where as good or better service can be given. Co-operation will be more than ever desirable when the suburban railways are electrified and the Harbour Bridge opened. Upon the side of economy the manufacture in railway workshops of various articles for tramway construction and maintenance, and the supply of power for railway requirements, as well as appliances of certain descriptions by electricity establishments now mainly engaged upon tramway work, enables both services to economise to a degree which only unified management and control could produce. We do not, therefore, recommend that the tramways should be divorced from the railways.



## VI.—MISCELLANEOUS QUESTIONS.

### Estate Department.

422. As indicated in the section dealing with organisation, one officer combines the duties of Estate Agent and General Manager of the Railway Refreshment-rooms. The responsibility of the Estate Agent for Railways and Tramways affects real estate, either vested in the Railway Commissioners or required for constructional work. This officer is also responsible for repairs and maintenance within the Metropolitan area. The value of the real estate, *i.e.*, the whole of the Commissioners' lands, including land for railways and tramways under construction (unimproved capital value) exceeds £4,000,000, and the value of letting properties, buildings only (improved capital value), is in the neighbourhood of £1,300,000.

423. The total annual rents from real estate collected on behalf of the Commissioners during the year 1923-24 was approximately £120,000, while the receipts from bookstalls and automatic machines was £9,000, these amounts, together with the allowance value of station-masters' and gatekeepers' free houses of £25,000, making a total of £154,000.

424. All assessments of municipalities and shires, as also water and sewerage authorities are dealt with by the Railway Estate Agent. The number of municipal and shire assessments dealt with equals 4,170 annually, and water and sewerage 700, the amounts paid for 1923-24 being £65,000 municipal and shire, and £14,500 water and sewerage.

425. The Estate Agent also deals with the clearance of sites rendered necessary on account of new construction work, and with claims for fires occasioned by the working of the railways or tramways, direct investigation covering liability and valuations being made by his branch. He also deals with land acquisitions on the basis of survey information supplied by the Engineer-in-Chief and deals with the settlement of land claims.

426. The branch appears to be administered along satisfactory lines, and we have no recommendations to make in this regard.

### Railway Refreshment-rooms.

427. Prior to 1916 the railway refreshment-rooms were leased to contractors, but with a view to general improvement in catering, the Commissioners, as leases fell in, took over the management of those then existing, and have since opened new rooms in various districts. We have inspected many of the refreshment-rooms, stores, kitchens, &c., and at both large and small places are satisfied with their administration. The prices charged are reasonable, the food supplied is good, the accommodation and equipment clean.

428. Certain evidence (Q. 3111) was tendered to us to the effect that the railway refreshment-rooms were not as satisfactory under present management as they were in the past, but from our own observations, and rebutting evidence (Q. 4079) received, we are not satisfied that the strictures passed upon the existing management are justified. It is difficult to cater for an intermittent and uncertain number of people, or at all times to exercise supervision over rooms at distant stations. There may on occasion be reason for complaint, and these the management is anxious to rectify. Under the conditions prevailing, we think that the provision of well-equipped accommodation at suitable places, together with good food at moderate prices, stands to the credit of the railway administration. Viewed from a business aspect, the taking over by the Commissioners of the railway refreshment-rooms has been advantageous, as the accumulated net profit after allowing for interest, maintenance and depreciation from the date on which the Department assumed control to 30th June, 1924, represents £223,673. For the financial year ended 30th June, 1924, the net profit was £23,069. Depreciation is charged at the rate of 2 per cent. on brick construction, 5 per cent. on board construction, and 7 per cent. for equipment,

Statistical



### Statistical Branch.

429. One officer combines the duties of Director of Statistics, Chairman of the Suggestions and Inventions Board, and Chief of the Advertising Branch. He is also head of the Australian Bureau of Statistics.

430. The Statistical Branch of the New South Wales Railways was established in 1919, when the compilation of statistical information for the various departments was centralised. The present staff numbers sixty-two, a considerable reduction having been made latterly on the introduction of additional mechanical appliances. Powers' tabulating and accounting machines were introduced in May, 1923, and eight months afterwards the whole of the stations in the service were brought under the system. The machines are now being used for compiling goods abstracts for all stations, inwards and outwards, revenue ton mileage, commodity statistics, and sectional earnings, monthly, and for the Commissioners' report. The general arrangement is for the whole of the figures relating to the previous month's working to be in the hands of the officers concerned by the 18th of the month.

### Advertising Branch.

431. This branch is responsible for the letting of advertisement spaces on railway and tramway property. The present number of contracts is 1,964. The display of advertising matter, the erection of hoardings, and the placing of railway and tramway advertisements in the newspapers is included in this section. All accounting work in connection with the advertising is done by the branch, audit being made by the Traffic Auditor and the Auditor-General. The canvassing is effected by the branch staff, commission not being paid to service agents.

### Australian Bureau of Statistics.

432. The Australian Bureau of Statistics was established in 1920 in order to secure uniformity in the compilation of comparative information relating to operating statistics, rates of pay and conditions of service, rates and fares and concessions allowed thereon. Quarterly and yearly bulletins of operating statistics are issued. Bulletins have also been issued referring to staff conditions and the rates of pay for each grade of employee, and the general conditions of carriage of all passenger, goods and livestock traffic. This cost of this Bureau is borne equally by the New South Wales, Victorian, South Australian, Western Australian, Commonwealth, and New Zealand Government Railways.

### Suggestions and Inventions Board.

433. The Suggestions and Inventions Board was established in 1915, with the object of interesting the staff in their particular work and remunerating them for any suggestions of proved value. The suggestions adopted to date number 4,154, and during the financial year ended 30th June, 1924, 853 were adopted, these representing an annual saving of £31,700. The cumulative saving since the inception of the scheme now amounts to over £500,000, after allowing for 5 per cent. depreciation in the value of each proposal in successive years. Added to this is the advantage arising from many devices which have been employed, affecting safe working and expeditious operation, the monetary value of which cannot be ascertained. A reciprocal arrangement exists between the various States of the Commonwealth, whereby devices of outstanding merit are interchanged and appropriate awards made by the State concerned.

434. This scheme of developing interest among the railway personnel is one adopted on a wide basis, and is wholly to be commended.

### Information and Publicity Work.

435. Information and publicity work is conducted by two officers attached to the office of the Chief Commissioner. The Information Officer acts as private secretary to the Chief Commissioner, and is in charge of the Bureau of Information, which, among other activities, disseminates information concerning railway operation in New South Wales to various railway administrations throughout the world.



436. The Publicity Department was established less than three years ago for the express purpose of dealing adequately on behalf of the Commissioners with reports or comments on railway matters. The Publicity Officer also controls the publication of "The Staff," a monthly magazine which is distributed free to the members of the railway and tramway personnel. The work of publicity is gradually being extended to embrace the active supervision of all departmental publications, and the preparation of announcements in various periodicals. The entire cost of the Department does not exceed £1,500 per annum.

437. In view of the increasing importance attached to an enlightened and informed public opinion, and the necessity for dealing with railway information and publicity along scientific lines, we are of opinion that both these departments are of considerable value and the expenditure involved in their administration is money well spent.

#### Medical.

438. In order to save time and cost, it would probably be found of advantage to have a medical officer attached to each Area Commissioner.

#### Appeals Board.

439. Our reference does not include staff matters, but as the question of drunkenness was mentioned in evidence we make this comment. A railway man engaged in traffic operation found drunk on duty is a danger to the public, his fellow-employees and himself. He is a criminal and should be treated as such. It remains to be said, however, that every opportunity should be given a man to disprove the charge made against him. If he is clearly guilty, then there should be no question of his retention in the railway service.

#### Railway and Tramway Institute.

440. The Railway Department has established a number of Railway and Tramway Institutes in various places. There are now forty-four branches and thirty-four sectional libraries. The membership of the Institute has increased to 23,733 during the year, 8,246 of this number being attached to the metropolitan institution. The expenditure for last year was £48,763, and the revenue from members' subscriptions and other sources amounted to £16,863. We consider this class of welfare work is very desirable, and would add that it is a practice extending very considerably in other parts of the world. We, have, therefore, no sympathy with those who urge that the expenditure by the Railway Department under this head is unwise. Apart from the advantages offered in regard to the education and training of the railway personnel, the social atmosphere engendered between the members of the Institute must have a good effect. Reasonable expenditure in this connection is, therefore, justifiable in view of the benefits secured by the staff.

441. The educational instruction is sufficient to take advanced students to the door of the University, but unfortunately there is not in Australia a Chair of Transport such as exists at some Universities. In England, in addition to University courses at Liverpool and Manchester, an Institute of Transport having within its scope all forms of transport, including the air, gives to students and, incidentally, to those advanced in years, every opportunity for keeping themselves in touch with the latest phases of transport science. Communication has been established between this Chartered Institute and the Railway and Tramway Institute. Some form of co-operation between these educational institutions is under consideration, and we hope this will bear fruit in the interests of the New South Wales Railway and Tramway employees.

#### Training of Railway Men.

442. For many years a reproach lay at the doors of railway management throughout the world that, while no expense was grudged in the purchase of improved machinery or new appliances, the human element responsible for the manipulation of the business for which such expensive machinery had been provided was left without facilities or even encouragement, if they cost money, to advance



advance in knowledge or add to experience beyond immediate local surroundings. Progressive administrations have latterly recognised that the man is at any rate equal to the machine as a desirable object in which to invest money with a view to the reduction of cost or greater efficiency of transport. Thus travelling as well as educational facilities, aided by reward where value could be shown, have taken the place of former indifference.

**443.** The Railway and Tramway Institute training, including competent instructors travelling with demonstration cars for teaching the Operating and Locomotive Staff, is excellent up to a point, but in order to give those who are anxious to advance in the railway service every opportunity and at the same time make certain that the good material which is evident in New South Wales is made of the greatest use to the State, we think that the scheme of practical education should be carried further by selection of those who specially qualify themselves in theory to be given work for a short time in each branch of the railway service, and later on be induced to study the railway systems of America, Great Britain, and the Continent of Europe, or alternatively, a tour in South Africa, and the Argentine, countries which are developing their railways rapidly and have many problems in common with New South Wales. We understand that some of the officers are given opportunities to study railway methods in other countries. It would be of advantage if all of them were in turn selected to visit the countries mentioned above.

#### **Public Evidence.**

**444.** The whole of the public evidence, as also the railway evidence, is given in the Appendix, and as will be seen from the former, several complaints regarding alleged railway failures are raised. While we have given consideration to all these pleadings, we have not dealt with the whole of them in our Report for the reason that there has evidently been misunderstanding as to all the circumstances surrounding some of these cases, and, in other instances, official papers have shown that the information upon which the evidence was given did not disclose the whole of the facts. The Chief Commissioner at Questions 3991-4356 referred in detail to these instances.



## VII.—SUMMARY OF RECOMMENDATIONS.

445. We give below a summary of our recommendations :—

### Finance.

1. That Railway Finance be taken out of the control of the Treasury and the Commissioners given full control of their own funds, and that the Commissioners be responsible for the renewal of loans on railway and tramway account and the raising of future capital.
2. That reserve funds be established to provide for obsolescence and wasting assets of permanent way and rolling-stock.
3. That the Railway Commissioners be recouped by the Treasury for losses incurred upon developmental lines during a period of ten years after they have been opened for traffic.
4. That the railways and tramways be so worked and managed that the gross receipts shall not be more than sufficient to cover working expenses, reserves, and interest on capital, including sinking funds. In the event of any surplus this be devoted to reductions of rates and fares, and in case of a deficit rates and fares be increased.
5. That a yearly balance-sheet, showing capital, revenue and net revenue, followed by departmental accounts in the usual company form, and a forecast of capital commitments for the following year, be rendered to the Legislative Assembly.

### Organisation.

6. That the composition of the Railway Commission be—(1) A Chief Railway Commissioner, (2) a Financial Assistant Commissioner, (3) a Power Assistant Commissioner, (4) a Tramway Assistant Commissioner, and (5) three Area Assistant Commissioners.
7. That upon the appointment of a Chief Commissioner by the Government it be left to him to select his own assistants.
8. That an area scheme of administration be introduced, and there be appointed three Area Assistant Commissioners, responsible to the Chief Commissioner and acting under regulations and instructions applicable to the system as a whole for operation, commercial matters and maintenance within their respective areas.
9. That the Engineering Branches, including Signalling and excepting the Department responsible for metropolitan railway construction, be merged under the control of the Chief Engineer.
10. That the Chief Accountant's responsibilities be enlarged, the work of the Traffic Auditor's Branch being merged in his Department, and that he assumes direct control over all the Branch Accountants.

### Construction.

11. That the completion of the City Railway and electrification of suburban lines be expedited as a matter of extreme urgency.
12. That new lines be constructed without interruption.

### Mechanical and Electrical Engineering.

13. That locomotive repairs, with the exception of those ordinarily connected with the running, be concentrated as soon as practicable at head-quarters.
14. That, as the average age of the existing stock of engines is very high, indicating a number of obsolete types, these be replaced as early as possible.
15. That a system of standard gauges be introduced in connection with locomotive maintenance and renewal.
16. That careful attention be given to the number of staff employed at Eveleigh.



**Mechanical and Electrical Engineering—continued.**

17. That early consideration be given to the standardization of the methods of loading coal into tenders.
18. That careful consideration be given to the question of coal consumption.
19. That the bulk of the work carried out at Honeysuckle Point, Newcastle, be transferred to Eveleigh or, alternatively, new works provided near Honeysuckle.
20. That six passenger and four goods engines be adopted as future locomotive standards.
21. That the carriage shops be removed to the new site at Chullora at the earliest possible date.
22. That the number of passenger vehicles be brought into line with the traffic requirements.
23. That replacement of old carriage stock be effected as speedily as possible, and the future standards arranged as recommended in the Report.
24. That improved purchasing arrangements in anticipation of requirements be introduced in connection with wagon stock.
25. That a new power-house be provided on the South Coast.
26. That the Cadet system of training officers in force in the Chief Electrical Engineer's Branch be extended to other branches.

**Operation.**

27. That control systems of railway traffic working be introduced.
28. That the lay-out both of passenger and goods accommodation at Newcastle be rearranged and early consideration given to the development of Broadmeadow as a through line station.
29. That improved train services be introduced on country branch lines, by rail motors or otherwise.
30. That sufficient rolling-stock be provided to meet public demands at all times, including times of drought.
31. That, in connection with live stock traffic, efforts be made to design a combined truck to combat drought supply difficulties.

**Commercial.**

32. That the fares charged for first and second class travel be reviewed.
33. That the difference between suburban and country fares be adjusted as soon as possible.
34. That until sufficient rolling-stock is provided to meet fully all requirements during periods of drought, reduced rates for fodder, under declaration and guarantee, be given in order to induce sheep and cattle owners to provide themselves with fodder during times of least railway traffic.

**Stores.**

35. That the reorganisation of the Stores Branch now in progress be expedited so that the whole of the stores be brought under the direct supervision of the Comptroller.
36. That stores be not subject to a charge for interest on loan account.

**General.**

37. That a graduated scheme of railway training be introduced.
38. That a programme of officers' visits to foreign railways be established.

446. In this Report, under the several headings, we make a number of suggestions which we consider should follow on the adoption of the above-mentioned recommendations.



## VIII.—CONCLUDING REMARKS.

447. In concluding our Report, we would express appreciation of the manner in which the Railway Commissioners and their officers have assisted us. A great deal of statistical and other information was necessary for the purpose of our investigation; this was collated and supplied with a promptitude that merits record.

448. Our thanks are also due to the official witnesses who gave us the benefit of their opinions, and also to the representatives of public bodies and associations who gave evidence before us.

449. We desire, in conclusion, to acknowledge the valuable work performed by our Secretariat—Messrs. Chas. Travis, J. A. Warren-King, and S. E. Fay.

Your Commissioners have the honor to be,

Your Excellency's Most Obedient Servants,

(Signed) SAM FAY,

Commissioner.

(Signed) VINCENT L. RAVEN,

Commissioner.

DATED at Sydney, this 3rd day of October, 1924.



## APPENDICES.

### Appendix I.

Sydney, 29th August, 1924.

I UNDERSTAND that evidence was recently given before you in connection with the preferential railway rates that locally manufactured galvanized-iron receives from the New South Wales Railway Department, and that a suggestion was made that this preference should be discontinued.

I should like to respectfully bring before this Commission the following points, which I think should be taken into consideration before any recommendation is made with regard to these freights.

1. The preferential railway rates on galvanized-iron have been in force for a very long period—nearly forty years, I believe—and presumably were originally granted to encourage the manufacture of galvanized-iron in New South Wales.

2. When the question of the erection of works for sheet-rolling and galvanizing at Newcastle was first considered by my principals in England, the fact that locally made galvanized-iron was carried at preferential rates by the New South Wales railways was taken into consideration, and was, in fact, a large factor in determining the directors of my English company to put down the works.

Had there been any suspicion in my mind that this preference would be taken away, or modified, I would not have recommended the erection of the works, nor, I think, would my English principals have committed themselves to the undertaking.

3. We do not add to the prices of our Newcastle iron any advantage we receive from this preference, our prices at Sydney being the same as those of our imported iron, and at the works 10s. below this price. It is the consumer who obtains the advantage, if any.

4. If we did not receive the preference we should be at an actual disadvantage in connection with 84 per cent. of the trade we do as compared with imported galvanized-iron, as, apart from the sale of our locally manufactured galvanized-iron in Newcastle and district (to which the question of railway freights does not apply) only 16 per cent. of our sales are made in the north and north-west of New South Wales, the remaining 84 per cent. being sold in Sydney or in the western, southern, and South Coast districts.

As regards Sydney, we have to sell in competition with imported iron, and to pay 14s. a ton freight from Newcastle, so that in this large centre we are actually at a disadvantage.

In connection with the Western, Southern, and South Coast lines our Newcastle iron has to be carried 100 miles further, so that the preference in freight only places it approximately on the same terms as imported iron, when the extra freight on this 100 miles is taken into consideration.

5. If the preference did not exist we should have to sell 84 per cent. of our products at approximately 15s. per ton under the price of imported iron to compensate purchasers for the freight they would have to pay on the extra 100 miles the iron has to be carried on the railways.

6. We have expended £400,000 on the works at Newcastle, and, in addition, £100,000 of working capital is employed in the venture. The works have been in existence for three years, and, so far, the undertaking has resulted in a loss of £26,000. For the last six months a net profit of £3,800 was made.

Our output at the present time is 16,000 tons of sheets a year, and it will be seen that, if we are to sell the iron at, say, 15s. a ton less, the result would be so unsatisfactory that it would be necessary to close down our works permanently.

We have, at the present time, four mills working, and three additional mills are in course of erection and will be completed before the end of the year. This will bring our output up to 25,000 tons a year, which practically represents the total requirements of New South Wales, and 25 per cent. of the requirements of Australia. When these new mills are running we shall be employing about 600 men at high wages, and, in addition, a similar number of men will be indirectly employed in the manufacture of the raw materials used by us, the whole of which are produced in Australia.

7. The bars we use are manufactured by the Broken Hill Proprietary Company, and a regular and increasing output of these bars is a valuable adjunct to their business, which I need hardly say is a vital one to Australia.

8. The preference on locally made galvanized-iron is not an isolated one, preferential railway rates being also given to other goods manufactured in Australia.

JOHN LYSAGHT (AUSTRALIA) LIMITED,  
A. R. LYSAGHT,  
Managing Director.

### Appendix II.

ANSWERS to Questions raised at the Legislative Assembly on 3rd October, 1923.

The two extracts from questions put to the Legislative Assembly on 3rd October, 1923, which had not been answered but which were handed over to us for consideration, have been carefully investigated, and our answers in connection therewith are set out below.

#### *Railway Locomotives, "K" Class Engines.*

Question No. 1.—Is it a fact that when an engine is ascending a grade the steam-chest pressure is almost, if not quite as great as the boiler pressure, and that therefore there is very little current of steam to carry the oil along the pipes?

Answer.—The pressure in the boiler is greater than in the steam-chest, and quite sufficient to carry the oil satisfactorily through the pipes at all times.

Question No. 2.—Is this the reason why it is important that the pipes should have a regular and continuous slope, so that the pipes "maintain a downward inclination when ascending the heaviest grade," so that the oil will flow along the pipes by gravitation to the steam-chest choke plug?

Answer.—The slope as shown on the designs submitted to us is sufficient to allow of a continual flow under any condition of gradient.

Question No. 3.—What is the value of a test on a stationary locomotive with no pressure in the steam chests?

Answer.—It is impossible to give an opinion on this unless accompanied by further particulars.

Question No. 4.—Were these pipes altered as suggested and recommended by the Board, and, if not, would the expense now being incurred have been avoided?

Answer.—We are informed that to the first part of this question the answer is "No," but no further expense has been incurred than would have been necessary had the suggestion been carried out.

Question No. 5.—Was the Board's recommendation that the pipes be altered made long before there were any complaints from drivers?

Answer.—There is not any direct evidence as to whether the drivers made their complaints before the recommendation or not.

#### *Automatic Railway Couplings.*

Question No. 1.—Were these couplings adopted in 1912; if so, how is it that only 9 per cent. of the goods stock and 11 per cent. of the passenger stock are fitted, and how long will it take to fit the remaining 90 per cent.?

Answer.—Yes. The percentages quoted are correct, and we are informed that they are not greater on account of funds not being available for further conversion.

Question



*Question No. 2.*—What proportion of the (a) goods stock, and (b) passenger stock, are fitted in the other States that are parties to the agreement?

*Answer.*—(a) It is understood that Victoria has only 100 goods vehicles fitted with automatic couplers. South Australia has placed orders for 1,100 vehicles to be fitted with automatic couplers. All vehicles on the Commonwealth railways are fitted.

(b) So far as is known no passenger stock is fitted in other States. All passenger vehicles on the Commonwealth lines are fitted.

*Question No. 3.*—Were 515 cases of goods trains parting, owing to these couplings jumping off the hooks, reported during the last financial year, although only 2,112 wagons are fitted; (a) how many such cases have occurred since they were first adopted; (b) what has been the cost of the accidents resulting from this cause; (c) is every case of a train parting whilst in motion likely to cause a serious accident; (d) what delays have occurred to trains owing to this cause?

*Answer.*—515 cases were reported. (a) The following cases have occurred since adoption:—

Year.	No. of cases.
1919.....	257
1920.....	305
1921.....	376
1922.....	515
1923.....	515
1924.....	400

We are informed that no records were maintained prior to 1919.

(b) We are advised that no expense has been incurred as the result of accidents from this cause.

(c) All these trains are fitted with the automatic brake, and any parting of the train applies the brake. Therefore, there should be no reason for a serious accident.

(d) We are informed that no record is kept of these details.

*Question No. 4.*—Does the cost quoted for automatic couplers for goods stock include the cost of the auxiliary chain coupling?

*Answer.*—We are informed that it does not.

*Question No. 5.*—Does the cost and weights quoted for automatic couplings and shackle and pin couplings include the cost and weight of the whole drawgear?

*Answer.*—We are informed that the cost and weight of the whole drawgear are not included.

*Question No. 6.*—Are these couplings on passenger stock only on close-coupled sets, and, if so, what necessity was there to fit them on 238 cars, when the object was "to arrive at the wear in traffic of the draw faces of the knuckle, the buffing faces and the knuckles, and the correct apportionment of the centre buffer resistance and resilience to take care of the draw-gear vibration and the brake decelerations"?

*Answer.*—Yes. Trials were made on thirty-two cars coupled into four trains, and after these trials were proved satisfactory further fitting of the vehicles continued. Two hundred and thirty-eight represents the number of cars fitted up to the end of September, 1923.

*Question No. 7.*—Is it a fact that this investigation was made on the first two or three sets fitted? (b) Was the wear of the draw faces found to be excessive? (c) Also the knuckles? (d) Was the draw-gear vibration, both when starting and stopping these trains, found to be excessive and very annoying to passengers? (e) Was it found to be impossible to prevent this jerking without putting on side or centre buffers?

*Answer.*—As stated, investigations were made on the first thirty-two cars. (b) We are advised that wear was not found to be excessive. (c) We are advised that knuckle wear was not excessive. (d) We are advised that jerks due to slack in the couplings did cause annoyance. (e) Diaphragm buffers are fitted to passenger vehicles, and appear successfully to overcome the trouble complained of.

*Question No. 8.*—What necessity was there to fit up about forty trains to arrive at the above conclusions?

*Answer.*—As stated, the forty trains were only fitted up after being satisfied with the trials made.

*Question No. 9.*—Is it claimed as the advantage of automatic over the shackle-and-pin coupling that it is not necessary for men to go between vehicles to attach or detach cars? (a) Is it necessary, or is it allowed, for employees to go between vehicles on close-coupled sets to attach or detach? (b) Are these sets ever uncoupled, except to effect repairs?

*Answer.*—No. Not in the transition stage, but finally it will be so claimed. (a) It is necessary for employees to go between vehicles on close-coupled sets to attach or detach, but this work is always done when vehicles are stationary, and invariably in the repair siding, where they are marshalled. Eventually this will not have to be done. (b) No, but when the electric service is inaugurated it will be necessary to split up the trains.

*Question No. 10.*—Even with automatic couplings, on either goods or passenger stock, is it necessary for men to go between vehicles to attach and detach the air hose?

*Answer.*—Yes.

*Question No. 11.*—Will further inquiries be made, say, from the medical officer *re* the number of accidents to shunters and others, owing to these couplings since first adopted?

*Answer.*—We are informed that during the past ten years there have been only five cases of slight injury sustained by employees for which the automatic coupling could be held responsible.

*Question No. 12.*—Was it proved by actual experience when suburban sets were run without buffers that the jerking was excessive, both when starting and stopping, although the engine was tight-coupled to the train? Will he ascertain whether it would be better to make proper tests now, before any further expense is incurred, with a passenger train, fitted complete, including the engine, with automatic couplings, and no side or centre buffers?

*Answer.*—As already stated in answer to No. 7, it has been decided to adopt diaphragm buffers, which appear to get over the trouble complained of.

*Question No. 13.*—What reliable results can be obtained as to what the wear will be of the knuckles, knuckle faces, and buffing faces, when they are in use after the transition period, by testing them on close-coupled sets with side or centre buffers? Is the amount of movement on these parts the same when they are tight-coupled on side or centre buffers as when running free with only the automatic coupling?

*Answer.*—These results were obtained under such conditions on the first four trains. The amount of sliding movement, which is the movement which causes wear, is the same with or without buffers.

*Question No. 14.*—Are these couplings in use on railways in Great Britain?

*Answer.*—These automatic couplers are in use in Great Britain.

*Question No. 15.*—Is it a fact that experts who have travelled in America, where these automatic couplings are in use, state that the jolting and jarring is excessive, and would not be tolerated by passenger travellers in New South Wales?

*Answer.*—We have not heard of any such statement.



Appendix III.

LIST OF WITNESSES EXAMINED.

Name.	Designation.
Hartigan, T. J. ....	Chief Accountant, New South Wales Government Railways.
Coghlan, F. A. ....	Auditor-General, New South Wales Government.
Spencer Watts, J. ....	Messrs. Smith and Johnson, Public Accountants, Sydney.
Fraser, J. ....	Chief Railway Commissioner, New South Wales Government Railways.
Cann, The Hon. J. H. ....	Assistant Railway Commissioner, " "
Fox, H. ....	Assistant Railway Commissioner, " "
Denneen, W. H. ....	Traffic Auditor, " "
Hunt, P. S. ....	Estate Agent and R.R.R. Manager " "
Byles, C. B. ....	Signal Engineer, " "
Hodgson, C. A. ....	Chief Traffic Manager, " "
Ranken, R. L. ....	Engineer-in-Chief for Existing Lines, " "
Garside, F. C. ....	Comptroller of Stores, " "
Carroll, W. ....	Director of Statistics and Advertising, " "
Crouch, T. ....	Publicity Officer. " "
Spence, J. ....	Director of Finance, New South Wales Government.
Brain, O.W. ....	Chief Electrical Engineer for Railways and Tramways, New South Government Railways.
Hutchinson, W. ....	Engineer-in-Chief for Railway Construction, New South Wales Government Railways.
Bradfield, Dr. J. J. C. ....	Engineer-in-Chief, Metropolitan Railway Construction, New South Wales Government Railways.
Sheldon, Sir Mark ....	President, Sydney Chamber of Commerce.
Atwill, R. H. S. ....	Superintendent, Passenger Transportation, New South Wales Government Railways.
Quinton, W. C. ....	Superintendent of Goods and Livestock Transportation, New South Wales Government Railways.
Kater, Hon. Dr. N., M.L.C. ...	President, Graziers' Association of New South Wales.
Thorby, H. V., M.L.A. ....	President, Farmers and Settlers' Association of New South Wales.
Lucy, E. E. ....	Chief Mechanical Engineer, New South Wales Government Railways.
Kidd, James ....	Vice-Chairman, Central Council, Producers' Association.
Binnie, Charles ....	President, Stock Owners' Association of New South Wales.
Love, J. C. ....	Ex-President, Associated Chambers of Manufactures of Australia.
Newlands, S. F. ....	Senior Vice-President, Chamber of Manufactures, New South Wales.
Waite, W. A. F. ....	Councillor, Chamber of Manufactures, New South Wales.
Herrod, E. E. ....	General Secretary of the Fruit Growers' Association of New South Wales.
Rothwell, W. ....	President, Metropolitan Retail Fuel and Produce Merchants' Association.
Edwards, A. C. ....	Secretary, Metropolitan Retail Fuel and Produce Merchants' Association.
Rumford, J. B. ....	President, Sydney Section, Australian Association of British Manufacturers and their Representatives.
Clark, Rupert ....	Australian Association of British Manufacturers and their Representatives.
Huie, A. G. ....	Secretary, Free Trade and Land Values League.
Edwards, Frank L. ....	Secretary, Motor Traders' Association, also representing National Roads and Motorists' Association.
Bragg, J. S. ....	Lithgow Coal Association.
Herring, A. E. ....	Apple and Pear Growers' Association.
Kilgour, R. G. ....	Mayor of Newcastle.
Trebeck, J. B. ....	Rutherford, Mayfield-Homeville, Telarah Progress Associations.
Gamble, J. H. ....	Mayor of Hamilton.
Neal, S. M. ....	Mayor of Wallsend.
Griffiths, A. ....	Waratah Council.
Lightfoot, J. C. ....	Lambton Council.
Paton, John ....	Newcastle Chamber of Commerce.
Weyland, E. G. ....	Southern Coalowners' Agency and Southern Colliery Proprietors' Association.
Macdonald, C. M. ....	Northern Collieries Association.
Mechan, W. ....	Locomotive Running Superintendent, New South Wales Government Railways.
Williams, F. J. ....	Senior Outdoor Assistant to the Chief Traffic Manager.
Mulheron, D. ....	Outdoor Assistant to the Chief Traffic Manager.
Milne, E. S. ....	Outdoor Assistant to the Chief Traffic Manager.
Sievers, E. J. ....	Valuer General.
Doran, E. J. ....	Tramways Traffic Manager.
Cowdery, G. R. ....	Engineer for Tramways.
Goode, C. J. ....	Goods Superintendent, New South Wales Government Railways.
Morris, W. J. ....	Secretary, New South Wales Government Railways.



Appendix IV.

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## ROYAL COMMISSION ON RAILWAYS AND TRAMWAYS.

FIRST DAY.

MONDAY, 2 JUNE, 1924.

(The Commission sat in the Chief Secretary's Building, Macquarie-street, Sydney.)

COMMISSIONERS:

Sir SAM FAY.

Sir VINCENT L. RAVEN.

THOMAS JOSEPH HARTIGAN, Chief Accountant, New South Wales Government Railways and Tramways, examined as under:—

1. Sir SAM FAY: We should like to ask you one or two questions on your statement which you have sent in in reply to questions we gave you.

*Answers by Chief Accountant to Questions submitted by Royal Commission.*

*Q. An outline of the existing system of accounting is desired?*

A. The system of accounting in the department is controlled by the Chief Accountant, and a balance is effected monthly. That officer in the first instance, decides how all expenditure shall be debited in the accounts, i.e., whether the debit is to capital, revenue, or other account. Each of the main spending branches, viz., per-way, locomotive, traffic, signalling, electrical and refreshment rooms, has its own accountant who is responsible for the preparation of its monthly accounts, which are submitted to the Chief Accountant. Outside the branches mentioned all the accounting work is done by the Chief Accountant.

All expenditure, whether for wages, salaries, miscellaneous payments, or materials passes through the books of the Chief Accountant.

In each of the above-mentioned branches the accountant is responsible for the proper appropriation of all expenditure; and such appropriation is advised to the Chief Accountant fortnightly in the case of wages and salaries, and monthly for the materials used by the branch. As the accounts pass through the books of the Chief Accountant they are debited in accordance with such appropriation.

At the end of each month a balance statement is submitted to the Chief Accountant by each of these branches—the balance statement for the remaining branches being prepared by the chief accountant—showing on the debit side the gross expenditure for the month under the head of wages, salaries, miscellaneous, materials, and including the total charges by other branches less any cash credits for sales, &c. On the credit side is shown the appropriation of the expenditure as between the various accounts, together with charges to other branches.

The Chief Accountant compares the expenditure with that disclosed in his cash books, and effects a balance before proceeding to make up from such statement the monthly accounts for submission to the Commissioners.

All work performed for outside persons is cleared in the branch books by debiting an account known as personal account and crediting working expenses. The outstanding accounts are thus transferred to the books of the Chief Accountant, who is responsible for collection and clearance.

As regards the earnings, these are under the control of an officer known as the Traffic Auditor. Each of the stations on the system at which there is an officer-in-charge is required to furnish a monthly account to the

Traffic Auditor showing his transactions during the month. From these accounts the earnings, which represent the debits in the station books, are compiled.

All receipts from stations are remitted daily to the Chief Cashier in Sydney. This officer is under the control of the Chief Accountant, and is responsible for the banking of the cash daily. A reconciliation is made each month by the Chief Accountant between the actual receipts and the monthly balance statement of earnings as submitted by the Traffic Auditor.

All accounts are kept on the double-entry system; and the books kept by the Chief Accountant comprise the usual books of accounts—expenditure cash book, receipt cash book, journal, capital ledger, principal ledger, together with other subsidiary books necessary to properly carry on the business.

*Q. Is the capital actual or estimated?*

A. The capital represents the actual cost expended on the construction and equipment of the existing lines of railway.

*Q. Does the interest on capital represent the actual rate at which moneys for railway purposes was raised?*

A. No. The interest is calculated on the capital invested at the average rate of interest paid on the whole of the State department. The Railway Commissioners are advised of this rate by the Treasury, but have no means of checking the correctness thereof. Attached will be found two statements marked "A" and "B" respectively, showing:—

(a) "The approximate interest charges that would have been debited to the Railway and Tramway Services in the year ended 30th June, 1923: by taking the average rate of interest payable at the 30th June, 1913, on the capital expended at that date, after allowing for that portion of the capital that was renewed subsequent to that year and prior to the 30th June, 1923, each subsequent years' interest being charged on the railway and tramway capital expended at the average rate paid on the net amount of loans raised by the Government for the requirements of the whole of the State, and adding interest charges on the difference in the average rate of renewals of loans raised in 1914 and 1915."

(b) "The approximate interest charges that would have been debited to the Railway and Tramway Services in the year ended 30th June, 1923: by taking the average rate of interest payable at the 30th June, 1913, on the capital expended at that date, each subsequent year's interest being charged on the Railway and Tramway capital expended at the average rate paid on the net amount of loans raised by the Government for the requirements of the whole State."

*Q. Who prepares the yearly estimates for submission to the Treasury, and if the Chief Accountant, what is the procedure?*

A. The annual estimates are prepared by the Chief Accountant from information furnished by each branch of the service. They are then submitted to the Chief



Witness—T. J. Hartigan, 2 June, 1924.

Commissioner, who, after detailed examination of the figures, reduces the estimate to the minimum requirements of the service.

Q. If there is any yearly record of "wasting" assets, the particulars would be appreciated?

A. No record is kept of "wasting" assets. All renewals are met out of the current year's revenue.

Q. Is there any subdivision in the accounts between maintenance and renewal? If so, give particulars?

A. The classification of working expenses accounts—copies of which have already been forwarded—only provide for renewal of the track being kept separately, but renewals of rolling-stock are also separated in the accounts. All other renewals are included with maintenance.

Q. Information is desired as to the appropriations from revenue for capital purposes during the last ten years?

A. The only appropriation by Parliament from revenue for capital purposes during the last ten years was £7,991.

It is, however, pointed out that no portion of the re-railing, re-sleepering, or re-ballasting work is debited to capital account, the whole cost being borne from revenue. Other works costing £100 or under which might properly be debited to capital account are charged to the working expenses of the year in which the cost is incurred.

The total annual cost of these works which are defrayed from working expenses, but which could be correctly charged to capital, is between £70,000 and £80,000 per annum.

A.—Interest Payable on Capital Invested in Railways and Tramways.

STATEMENT showing approximate interest that would have been paid on Capital Invested in Railways and Tramways for the year ended 30th June, 1923, if interest had been calculated on the average rate of loans raised year by year since 30th June, 1913, allowing for interest on capital invested at 30th June, 1913, being at the average rate paid by the State less loans renewed within the period, interest on which is calculated at the average rate of loans raised for such renewals.

Year.	Railways.		Tramways.	
	Capital Expended. Amount.	Interest. Rate. Amount.	Capital Expended. Amount.	Interest. Amount.
1913.....	£ 57,653,778	per cent. £	£ 6,699,305	£
Less amount renewed.....	19,471,616		4,936,436	
	38,182,162	3.489 1,332,176	1,762,869	61,506
1914.....	19,471,616	5.41983 1,055,328	4,936,436	267,546
1915.....	3,611,091	4.03602 145,744	929,348	37,509
1916.....	4,318,405	4.74056 204,717	341,640	16,196
1917.....	3,242,318	4.56581 148,032	196,130	8,955
1918.....	3,181,029	5.55331 176,652	143,206	7,953
1919.....	3,043,829	5.67590 172,765	160,462	9,108
1920.....	1,551,142	5.43697 84,335	98,047	5,331
1921.....	2,717,325	5.63775 153,196	200,410	11,299
1922.....	2,985,278	6.16052 183,909	292,209	18,002
1923.....	2,248,676	5.71516 185,667	444,975	25,431
	*3,724,000	5.21235 *107,261	*469,299	*12,292
	89,276,871	3,949,782	9,975,031	481,128
Acts No. 5 and 31 of 1914 renewed ...	6,682,000	†1.38381 92,466	1,234,000	17,076
Act 14 of 1915 renewed .....	3,000,000	†.67927 20,378	.....	...
		4,062,626		498,204
Interest charged at average rate, viz., £5 3s. 3d. per cent. ...	...	...	4,487,303	500,274
Excess Interest paid ...	...	...	£424,677	£2,070

\*Interest calculated on Railways, £2,057,833, and Tramways £235,820. (Capital invested only.)

† Acts Nos. 5 and 31 of 1914 and No. 14 of 1915 were included as raised in 1914 and 1915 respectively, and were renewed during the period, the rates charged, viz., 1.38381 and .67927 represent the difference between the respective average rates. Other loans were also renewed, but the difference in rate and amount raised for Railway or Tramway purposes would not make any appreciable difference.

B.—New South Wales Government Railways and Tramways.

STATEMENT showing the approximate interest charges that would have been debitable to the Railway and Tramway Services on the basis of the capital expended at the 30th June, 1913, calculated at the average rate of interest payable at that date, and on the capital expended each year from 1914 to 1923 at the average rate of interest paid on the net amount of the Loans raised by the State each year covering that period.

Year ended.	Capital Expended		Interest Charges.		Interest rate on basis shown above.
	Railways.	Tramways.	Railways.	Tramways.	
From inception of Railways to 30th June, 1913	£ 57,653,778	£ 6,699,305	£ 2,011,540	£ 233,736	3.410
30 June, 1914	3,511,091	929,348	145,744	37,509	4.0367
30 " 1915	4,318,405	341,640	204,717	16,196	4.7406
30 " 1916	3,242,318	196,130	148,032	8,955	4.5626
30 " 1917	3,181,029	143,206	176,652	7,953	5.5533
30 " 1918	2,043,829	160,462	172,765	9,108	5.6759
30 " 1919	1,551,142	98,047	84,335	5,331	5.4370
30 " 1920	2,717,325	200,410	153,196	11,299	5.6378
30 " 1921	2,985,278	292,209	183,909	18,002	6.1605
30 " 1922	2,248,676	444,975	185,667	25,431	5.7152
30 " 1923	3,724,000	469,299	*107,261	*12,292	5.2123
	99,276,871	9,975,031	3,573,818	385,812	
* Interest charges actually debited the Railway and Tramway services in the year, 1923					4,487,303 500,274
Increase					913,185 111,162

NOTE.—The interest charges in 1923 have been calculated on the capital invested only in that year, viz., railways £2,057,833, tramways £235,820.

2. Your office is in the city?—Yes, in Pitt-street.

3. Have you any offices outside that?—Yes, one at the Central Railway Station. The chief cashier is located there. He receives all the money despatched from the stations.

4. But the whole of your accounting work is done in the office in the city?—Yes, it is finalised there.

5. Has that had any influence on the organisation of your department—having the office away from the Central Station?—It is certainly by no means convenient; it would be far better to have the accounts centralised in the one building.

6. Closer contact would simplify the accounting?—Yes, in the sense that in the preparation of figures it is now necessary to be continually telephoning for detailed information. If there was centralisation somewhat similar to that existing in Victoria it would do away with all that.

7. You say that the balance is prepared monthly?—Yes.

8. What date in the following month do you make the balance?—About the 16th.

9. About the middle of the following month?—Yes.

10. In your first answer here you say that you decide how expenditure is to be debited?—Yes.

11. Is that in a general instruction, or detailed?—After works are submitted by the engineers to the Commissioners, and approved, I am the first officer to whom papers are sent. On those papers I direct how the charge is to be made. They are then sent to the branch concerned. Details are kept in my office of the particular works. As I receive from each branch a detailed expenditure on its accounts each month, there is no possibility of any account being debited without authority.

12. And the branch accountants carry out your instructions?—Quite so.

13. I see you have a traffic accountant. What is there in the traffic department, apart from wages, necessitating an accountant?—He is called an accountant, but his work in this respect simply consists in making a balance-sheet for the traffic accounts, including miscellaneous services and the issue of materials to the branch, such as uniforms, and so on.

14. As a matter of fact, there is very little apart from wages and salaries?—Very little; he really only makes up these accounts, but has other work in addition.



15. Are the departmental accountants under your jurisdiction?—They are, in a sense; in relation to any matters of account they always take my advising, but, properly speaking, they are under the control of the head of the branch, and responsible to him and not to me.

16. Do you check it at all?—Yes, a check is occasionally made from my office, but as a general rule we accept the appropriations as shown on their balance-sheet and the details accompany them as rendered to me each month.

17. You have nothing to do with the way in which they deal with the department in the shape of statistics?—No.

18. That is entirely a matter in the hands of the heads of the departments?—That is so.

19. You say, in the second paragraph of your answer, that all expenditure passes through your books. Am I right in assuming that that is in gross?—Yes, in gross.

20. You do not repeat the figures of the branch accountants?—No, only in so far as relates to any miscellaneous vouchers for services which may have been rendered by outside parties. These are made up by the branches, and are passed through my books, but the wages, salaries, and materials are only given in gross totals.

21. You say any outstanding accounts there are at the end of the month are transferred to your books?—That is so. If a branch carries out a work in the workshops or elsewhere for an outside party, whatever charges are incurred during the month the branch will credit its working expenses and debit the amount to the parties concerned. This debit is then transferred to my books at the end of the month, and I then arrange for its collection. By this method the branch has no further bother with it, and it centralises the outstandings in the books of my office.

22. He furnishes the account to you, and that is an end of it?—Yes, that is so. The outstanding balances are collected by me.

23. Then, with regard to earnings, you have got a Traffic Auditor who is responsible for that particular part of the work?—Yes.

24. Is he responsible to you in any way?—No, he is not under my control at all; he is an independent head of a branch directly responsible to the Commissioners.

25. How do you effect payments—by cheques?—Yes, excepting wages and salaries. We pay the great bulk of our wages in cash, by means of pay clerks who travel all over the lines. They take the cash with them from Sydney or cash cheques at various centres in the country, as may be found more convenient.

26. You draw a cheque on the wages in bulk?—Several cheques are drawn.

27. Who signs the cheque?—The Chief Paymaster. All cheques, except those drawn on certain advance accounts, are issued from my office and counter-signed by my assistant, or, in his absence, the Head Book-keeper.

28. For stores, too?—Yes, just the same.

29. Do you sign them personally?—No.

30. They are signed by your paymaster under you?—Yes.

31. One signature only?—No, all cheques are counter-signed by the Assistant Chief Accountant, or, in his absence, by the Head Book-keeper.

32. Your assistant being responsible for the amount?—Quite so. Before an account is paid I authorise its payment; without my authorising signature on it no cheque would be drawn. It is not authorised until checked by the Examiner.

33. All accounts are kept on the double-entry system?—Yes.

34. You do not repeat the branch details?—No, except as regards the schedules of working expenses account, from which the annual report figures are compiled.

35. As to the question of capital, you say that capital represents the actual cost expended on construction and equipment. Was that so from the inception of the New South Wales Railways?—Yes, as far as I am aware.

36. It is absolutely accurate from the start?—Yes, as far as my service in the department enables me to say.

37. Then we come to the question of interest on capital. You say the interest is calculated on the capital invested on the average rate of interest paid on the whole of the State debt, and that the Commissioners are advised by the Treasurer what it is, but you have no means of checking the amount. You know what loans they raise?—Yes, but the trouble is we do not know how the actual interest paid is distributed. There is not only interest on the loans raised, but also the interest on the over-drafts at the Bank, and I have never been able to ascertain how the average rate is computed. The Treasury advises us of the average rate, but I personally doubt whether that rate is correct. It is questionable whether we are not being over-charged by too high a rate.

38. The Railway Department is responsible for 50 per cent. of the total State debt?—That is so.

39. I do not know whether I ought to ask you this question, but do not answer it if you think you should not. Can you reconcile the figures given in your published account with the public debt as shown in the statistics issued by the Government Statistician?—I have never tried to do it with that figure, but a reconciliation is annually made between the capital account as shown in the public accounts made up by the Treasury and those published in the Commissioners' annual report.

40. The difference amounts to many millions?—Yes, it does.

41. I am talking of the total debt of the State?—Yes.

42. In the public figures it gives Railways and Tramways £106,000,000, while in your report you give as money spent £99,000,000. There is a difference of £7,000,000—that is a lot of money?—Yes. I do not know where they get that figure from.

43. Perhaps I ought to put this to the Treasury?—I could possibly find it out for you. It is only a question of ascertaining where the figures were obtained.

44. Here is your publication actually with an expenditure of £99,000,000?—Yes, and while we do not publish a reconciliation of the capital with the Treasury accounts, we do so with the working expenses and revenue: this statement shows the reconciliation of the published accounts of the Treasury compared with our figures. This is required owing to the Treasury accounts being on a cash basis.

45. That does not affect the capital?—No. At the same time subsequent to the publication of the Commissioners' report we make a reconciliation to a penny of the capital between our figures and the Treasury figures.

46. If you will be kind enough to send that also I would be glad?—I shall be only too pleased.

47. It would save us bothering our heads about figures which may be perfectly correct?—You may take it that our figures are unassailable.

(The Chief Accountant subsequently furnished a statement explaining the difference in the capital account of the Railways and Tramways as published in the Commissioners' annual report for the year ended 30th June, 1923, and that shown in the "Statesmen's Year Book, 1923, p. 72.")

The difference is accounted for by the figures in the Statesmen's Year Book, including capital expended on lines under construction which is not debited to Railway and Tramway capital account until such time as the lines are opened up to public traffic.

Reference to the Auditor-General's report, with the published accounts for 1922-23, p. 68, will show a balanced reconciliation with the figures published in the Commissioners' annual report for that year. The figures, it might be pointed out, exclude capital provided from consolidated revenue.)

48. I will not ask you questions about the two statements we have put in now, because I would like to get



Witness—T. J. Hartigan, 2 June, 1924.

those figures absolutely settled first—the difference between your figures and the figures published by the State, showing the public debt?—I will get those.

49. Estimates which are sent forward to the Treasury are prepared by you in the first instance?—Yes.

50. From information sent direct to you by the heads of the departments?—Yes. Each head sends a statement of his detailed expenditure.

51. Expenditure on capital and revenue?—Yes, both accounts. I then analyse the figures before submitting them to the Chief Commissioner, who deals with them personally. He gives them a thorough overhaul. I have known him to cut them down by a million.

52. On capital account?—No, on revenue account, but the capital account is also severely dealt with as well.

53. The heads of departments send to you in the first instance their proposals with regard to capital expenditure?—Yes, in detail, except the Way and Works Branch. This branch does not give details, but simply outlines its requirements under such headings as “duplications,” “additions,” &c. The loan requirements are then summarised and taken to the Chief Commissioner, who goes through them, and, guided by the necessities of the department and the labour available, generally cuts down the figures considerably. The amended figures are then forwarded to the Treasury.

54. I suppose it is simply a matter of convenience sending it to you in the first instance?—Hardly so, as it is necessary to have the whole of the proposals summarised.

55. With regard to capital, do they give you details?—All except the Way and Works Branch. This branch simply states its proposed expenditure under various heads. There are, however, large numbers of works in progress, of which I have a record, and the expenditure on these and on proposed new works is provided for.

56. Sir VINCENT RAVEN: The locomotive department is the biggest spending department in the railway?—Yes.

57. Do I understand that the estimate of what they require to spend, both capital and revenue, during the ensuing year, is sent direct to you?—Yes.

58. Without any consultation with the Chief Commissioner?—Yes.

59. The Chief Mechanical Engineer does not first talk the matter over with the Chief Commissioner and then send to you?—No.

60. It goes to the Chief Commissioner afterwards, and he pulls it to pieces and it is altered?—Yes.

61. That, I presume, is in consultation and agreement with the head of the department?—No, the head of the branch is not consulted. The head of a branch very often has visions of spending a great deal more money than the Chief Commissioner thinks is desirable or necessary. He probably considers he is going to run a great many more engine miles than the Chief Commissioner considers warranted by existing conditions. On the Chief Commissioner's knowledge of the railway requirements and the anticipations of the forthcoming season, he bases the expenditure. He has his previous experience as a guide, and is seldom far out when the final results are realised.

62. Would he not have a good idea of the work he is supposed to do in the ensuing year?—Yes, he should have, but, as previously pointed out, the head of a branch often takes a rather ambitious view in respect to his anticipated spending.

63. Would he not consult the Chief Commissioner?—He could not do so.

64. Would that not be the proper course to pursue if he had any doubt?—Not necessarily, because his view and the Chief Commissioner's view might be very different, and his suggested requirements come under close review subsequently.

65. The Chief Commissioner's decision is final?—Yes, and the Chief Commissioner has to keep within his estimates. It is a very difficult thing getting money from the

Treasurer in excess of the estimate at the end of the financial year. For the last three or four years we have had no occasion to make such a request to the Treasurer.

66. Any further questions on that would be better put to the Chief Mechanical Engineer himself?—That would be for you to say.

67. I understand you to say that you have the deciding as to whether the money should be appropriated to capital or revenue?—Yes, that is the charge—not the money itself. I say how the debit for the work should be allocated.

68. Whether it is a capital account authorised by the Commissioners or whether it is not a capital account?—That is so.

69. But you do not decide what should be put to capital and what to revenue?—I do, in this way: if a work is authorised by the Commissioners to enlarge a station building, which may displace £500 or £1,000 portion of the existing building, I say how much of that new work is to be debited to capital and how much to revenue.

70. But no expenditure is to be charged to capital account unless it is in connection with the work authorised by the Commissioners?—That is so.

71. And you have no power to go beyond that, except to decide what shall be charged under that ruling?—That is so. It boils down to this fact, that the allocation of the debit for any particular work is in my hands.

72. I suppose if the Commissioner did not agree with that he could raise the point?—He could, but he does not generally do so. The Commissioner might think as a matter of policy certain work should be charged to working expenses, and if so he would mark that on the papers.

73. He might raise it?—Yes, he would do that at the initial stage.

74. And if you wanted to alter the methods of keeping accounts in any other department or revise the methods in any way you would send instructions through the head of the department and not directly to the accountant attached to that branch?—No, I always communicate with the head of the branch unless it is perhaps a matter of some minor kind.

75. Sir SAM FAY: All renewals you say are made out of current revenue?—Yes.

76. There is no cash reserve to meet renewals?—That is so.

77. Coming to wasting assets: I suppose you have no record of any sort as to what the waste assets may amount to?—Not the slightest.

78. Who keeps the record of the age of the engines, for instance, and the permanent way?—They are kept by the respective branches—the permanent way and the Chief Mechanical Engineer.

79. You have no knowledge of that?—No, I have a stock-book in which is recorded the stock of locomotives and rolling stock generally, which enables me to keep track of the capital stock and also follow any condemnations which may be made.

80. You say that renewals of rolling stock and of the tracks are kept separate in accordance with the classification expenses, works, account?—Yes.

81. Can you show me where you have it in any public statement?—It is not shown there. We publish the cost of relaying separately, but we keep in our own books the cost of repairs as distinct from renewals. About three years ago we used to publish the costs separately, but since then it has been discontinued in accordance with the revised classification of working expenses account.

82. Is it published by the Statistician in any way?—No, he would not have the information.

83. But you do separate them in your books?—Yes.

84. You were asked as to the appropriation from revenue for capital purposes during the last ten years, and I see you say only £7,000?—That is all; that was a direct appropriation by Parliament in connection principally with some small work at Port Kembla and resumption of land at Swan Park.



85. Was that taken from surplus revenue?—Yes.

86. You have a small works account?—Yes, up to £100.

87. Are those sanctioned by the Commissioner before they are commenced?—Yes.

88. The departmental officers get permission to spend up to £100 on a particular work before they do it?—Yes. A work under £10 can be carried out without sanction.

89. It amounts to about £1,500 a week?—Yes. The great bulk of that would be works approved by the Commissioners before they were actually commenced.

90. But you decide how it should be dealt with—or does it automatically go?—It goes through my office just the same.

91. You keep track of that small expenditure as well?—Yes, but the branches keep the details.

92. Sir VINCENT RAVEN: On page 15 of this report a figure is shown of the amount expended on construction and equipment, which is rather different from the figure shown on page 25 showing the authorised capital provided for railways. It rather looks as if you spent rather more than you ought to have. The figure in the one case is £89,276,000, and in the other case £89,488,000?—In the one case the amount is capital that the Government provided us with on the Loan Act, and we did not spend it all. The actual capital spent was the smaller sum.

93. I suppose the balance is carried on to the next year?—It used to be, but conditions have changed in the past three or four years. At one time we could carry the credit balance forward to the next year, but now the balances are closed automatically on the 30th June and cannot be used until permission is obtained from the Treasurer to expend further sums.

94. If you have more money than you can really spend; it does not look as if you had any difficulty in getting enough money?—As a matter of fact, it depends very largely upon the Government. The estimates are not passed as a rule until somewhere about half-way through the financial year. We are in a state of doubt during the early months as to what money is likely to be provided. Even when the estimates are passed there is no guarantee that the money provided for in the Loan Act will be available. It all depends upon the Government's ability to raise money to the extent authorised by the Loan Act. If it cannot be provided, naturally the Commissioners have to curtail their loan programme. We are entirely in the hands of the Government.

95. But my point was that in the report you show you have not spent all the money authorised. If that is so, it is hardly consistent to assume that you find it difficult to get enough money to spend?—The reason why it looks inconsistent is because of what I have stated. You would not see the apparent inconsistency if the Railway Commissioners knew definitely that they would get the whole of

the money asked for. The Loan Act authorises the Government to raise certain money. It does not provide the money, and if it is not available, naturally it is quite impossible for the Commissioners to spend it.

96. It is only a fictitious statement, and means nothing?—That is so, excepting that we have to assume it will be available until advised to the contrary.

97. It might easily be a million?—Quite easily. The reason the figure is shown is because of the adoption of a uniform form of balance-sheet by the various States. The figures shown by the other States may be actual cash provided by the Government. Ours would be a supposititious sum. It is a figure and a figure only.

98. The Chief Mechanical Engineer may find it very difficult to keep his rolling stock up as it should be if he cannot get the money to do it?—Yes.

99. And it is quite possible from what you say that he may be refused the money that he considers necessary?—Quite possible, and it has been so. The Commissioners are absolutely in the hands of the Government as to what money they can get. They can ask, but what they ask for and what they get are often two different things. It depends, no doubt, on the Government's ability to provide funds for the whole of the State's loan requirements.

100. And that applies to the permanent way department as well?—To everyone.

101. Of course, it is more important to the people who have to keep up the rolling stock and the railway as it should be kept?—Undoubtedly. That is one of the troubles our railway administration is faced with. I do not suppose we are any exception to any other State, but the position is as stated with the Government controlling the money. We have no control over our funds. Every penny we collect is paid into the Treasury each day. We can only get money from the Treasury, and if the Treasury is pressed, our position is likewise.

102. Sir SAM FAY: Is the position that all the moneys you take you pay over every day to the Treasury and you cannot get it out again unless it coincides with your estimates?—Yes.

103. And even then it may be refused on revenue account?—Quite so. It has happened in the past.

104. So that any expenditure that any head of a branch may have got authority from the Chief Commissioner to expend during the year for necessary upkeep of his department may be some time or other refused?—It is quite possible.

105. Solely because the money which you receive from the public for conveyance has been paid to the Treasury, and you have no means of getting it out again, although you might be making a profit of 5 per cent. on the railways?—That is the position.

(Sitting concluded.)



SECOND DAY.

THURSDAY, 26 JUNE, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

COMMISSIONERS :

Sir SAM FAY.

Sir VINCENT L. RAVEN.

FREDERICK ALBERT COGHLAN, Auditor-General, sworn, and examined, as under:—

106. Sir SAM FAY: We should like to ask you for a little information as to how far you go in your audit of the railway accounts? I take it that you audit the accounts more particularly to see that the votes upon it are carried in accordance with the vote itself? Do you go beyond that to any great extent?—That is so. That is what we call an appropriation audit. In anticipation of your asking that question I have prepared a statement of the appropriation audit and the inspection and expenditure audit. As to the appropriation audit, the vouchers are of two classes—(1) payments passed through the Treasury, and (2) adjustments of advances direct from Railway Department. These classes are again divided under the following accounts:—Consolidated revenue, general loan, special deposits, and public works. The examination of the above-mentioned vouchers is conducted in accordance with section 45 of the Audit Act, 1902. (a) Compare the entries in the Treasury cash sheet with the supporting vouchers and documents sent therewith, also with the bank sheet; verify all vouchers into the Treasury appropriation ledgers. Section 45 of the Audit Act provides for a departmental audit, putting the Railway Commissioners on the same footing as the departments.

107. Do you go beyond the chief accountant's department? Do you go into the departmental accounts?—Yes, I only paused to indicate the nature of section 45, and I am coming to that other matter. This is still the appropriation audit. (b) Ascertain whether such vouchers and documents bear upon the face of them a correct description of the proper heads of receipt or expenditure to which moneys mentioned therein have been credited or debited. (c) Ascertain whether the moneys mentioned in the vouchers have been credited or debited to the proper heads of receipt or expenditure. (d) Ascertain whether such moneys were legally available for and applicable to the services or purposes to which the same have been applied or charged. (e) Ascertain whether the provisions of the Constitution Act, this Act (the Audit Act), or any other Act, and the regulations have been in all respects complied with.

107A. Then there is the expenditure audit. *Salaries, wages, and pensions.* Examination—test one month in three as to certificate, authority, acquittances, and repayments. Registration—salaries, test 600 salaries yearly. (Double and over payments.) Pensions, refunds, &c., test one month in twelve and all broken periods. Contingencies. Examination—continuous check as to authority, acquittance, castings, extensions, &c., including payments made abroad; also examination of minute papers. Receipts returned (rebates, &c.)—detailed examination from minute papers, &c., of rebates on carriage of store and starving stock, wheat, flour, &c., as per railway by-laws. *Contracts*—same as general contingencies as to examination, &c., with addition of special attention as to rates and authority as under—annual contracts. Checking the rates of all purchases made under the annual contracts arranged by the Comptroller of Stores as per annual schedules. *Railway construction.*—Checking the rates charged for all purchases and charges in connection with railway construction work. The Commissioners' approval in each case is seen and noted in a book kept in this office. *Railway refreshment rooms.*—Inspecting contracts arranged by the

general manager and checking all payments made there under. *Special contracts.*—A large number of contracts are arranged for the purchase of rolling-stock, locomotives, machinery, sleepers, &c., details of which are kept in a special book at the railway accounts branch; the entries made therein are checked with the papers. Afterwards, every payment made is registered whether in London or Sydney. A large number of "not in contract" purchases are made, such as for steel rails, iron, &c., which entail numerous payments before completion. These are also entered in the contract book for convenience, and each payment is registered. Generally, the Commissioners' approval is seen for all "not in contract" purchases of £100 and over, compensation for goods lost, damaged, or destroyed, £25 and over and over, bonuses to employees, £20 and over. Registration (double payments and over-payments and verification of posting). Test, three months in each year; inspect minute papers in special cases, such as compensation for resumption claims. The vouchers are filed in this department and held for three years, and then forwarded to the Treasury for storage for four years, when they are destroyed, with the exception of salary or wages sheets, &c., which are returned to the Railway Department quarterly on completion of examination.

107B. Then there are railway stations and tramway depots. The accounts of the railway stations in the metropolitan district are inspected from time to time by inspectors of this department, which practically divides the year with the railway staff inspections, and gives a half-yearly examination which is very essential in railway accounts. The accounts of the most important stations in the country districts, embracing all the towns where other Government accounts are conducted, are inspected annually, except at such stations which have been inspected by railway staff immediately prior to inspections of this department in same towns. The inspection includes the balancing of cash and accounts at the moment of inspection, the examination of all the account books, and subsidiary books of debit, the checking closely of ledger accounts for freight on credit, the sighting of goods on hand for which freight is unpaid, the examination and testing of stocks of tickets, checking rates for passengers and freight, and closely examining into the methods of debiting miscellaneous revenue such as storage, demurrage, &c. *Railway Accounts—Head Office.*—An annual inspection is made at the Chief Accountant's office of both the receipts and expenditure for railways and tramways. A considerable amount of cash is received by the Chief Accountant, apart from the bulk of revenue collected by the stations. The receipt butts are checked into the cash book, and thence to revenue as at other departments. The outstanding accounts are specially examined. Fixed deposit receipts or other securities are sighted and checked with records. The Chief Accountant, at the last inspection of his accounts, held unadjusted advances amounting to £2,380,436. The first object of inspection is to balance the account and to reconcile it with the bank account. The lines followed are generally on the lines adopted in other departments, by the production of cash and vouchers unrecouped, and the bank pass-book. The methods of accounting are closely inquired into, and the accounts are subjected to a close scrutiny. *General Balance Statements.*—Balance statements for both railways and tramways revenue are attached. These are audited by officers



of the Inspection Branch. The gross revenue for the year 1922-23 is shown as railways £15,328,344, and tramways £3,529,000. *Other Railway Accounts.*—These include such as the Railway and Tramway Institute and its country branches, Railway Superannuation Fund, the Superintendent of Tramways, and other branches of this large department. They are subjected to an annual audit.

108. Sir SAM FAY: Then you do not go below the Chief Accountant really, except so far as the station receipts are concerned?—That is so.

109. The stores department, for instance?—No. I get a statement of the stores which are published in their report, but I make the department responsible for that statement.

110. The Commissioners audit their own departmental accounts themselves?—Yes.

111. You do not go into the manufacturing side at all, I suppose, in the locomotive department, in the shops where they manufacture?—No.

112. Do you audit the accounts in connection with the new line construction?—Only as regards the expenditure—not in any detail. When I say that, I am speaking, of course, on the supposition that you will allow me to put in the expenditure statement. That will show that particular examination.

113. There are no reserves shown in the accounts for any wasting assets on the railways?—No. The railway accounts here are not conducted on that plan. Under the Railway Act all receipts have to be paid into the consolidated revenue.

114. Paid in daily?—Yes.

115. I think you are acquainted with the railway accounts of the Union of South Africa, are you not?—I know something. I have not been to South Africa, but I have read with interest the Auditor-General's reports. They are very full indeed, and the system there is probably known to you. I only mentioned just now that all the Commissioners' receipts were paid into the consolidated revenue. In South Africa they are paid into a harbours and railway fund. The Union Act provides that there shall be a Harbours and Railways Fund. I think there some steamships owned by the harbour authorities which are carried into that, but, roughly, the railway receipts would be about £20,000,000, and their expenditure slightly less. The rest of the expenditure is made up of the various utilities the board have, and their revenue runs into over £22,000,000. The law there provides that all moneys shall be paid into the Railways and Harbours Fund, and that all other revenues of the Crown shall be paid into the consolidated revenue fund. The only way in which that could be done here, of course, would be by an amendment of the Constitution Act, the Railway Act, the Audit Act, and so on, and it is really a matter of policy for the Treasurer and the Government. Of course, it is practicable if you get the legislation. It is practicable without having the harbour connection at all. You could have, say, a No. 1 consolidated revenue account and a No. 2 consolidated revenue account, which would be really a railway account. The expenditure side in South Africa is appropriated by Parliament practically on the lines of the appropriation here, except that they have a number of funds which the Railway Commissioners have not got here. For example, they have sleeper plantations in anticipation of their needs. They have various funds, a sick fund and a number of things that we have not got, but it all hinges on the fact that we have a consolidated revenue fund, and only a consolidated revenue fund. They have a consolidated revenue fund and a railways and harbours fund.

116. Looking at it from an accountant's point of view, or from an ordinary business point of view, you have got a big wasting asset in the railways. It is always going on. Directly a locomotive is put into service it begins to waste. The time comes when it must be renewed, and

here there is no reserve. In South Africa they have got it?—That is a special feature in South Africa. For example, to the best of my recollection, in the last report I saw—I think 1922-23—the renewals fund stood at about £4,000,000.

116A. It was pretty high, yes. From your experience of the audit of the accounts generally, are you of opinion that it would be an advantage here?—I think decidedly that would be an advantage.

116B. That is assuming that legislation is carried through?—As I said before, the legislation is a matter of policy, but, looking at it from an ordinary business point of view, the Commissioners would be in a much better position in managing their asset, and the public would be in a better position by the creation of such a legislative arrangement. Of course, speaking of the railway and harbours fund of South Africa, we could achieve the same result by a separation of the two contributories to the consolidated revenue fund. You know, of course, that when there is a surplus in railways it goes to the consolidated revenue and is absorbed. Of course, if the Railway Commissioners want that money the appropriation must be approved by the Government and voted by Parliament.

117. Do you look into the question of the non-paying lines at all?—Not specially. I drew attention to the fact that very considerable loss is occasioned by commencing lines under the Norton Griffiths contract, and then abandoning them. I pointed out the loss of interest on the arrangement that had been made, by the sudden cessation of work on those lines.

118. It was not that that I was thinking about so much as the loss on the lines after they were actually constructed?—I think that really is hardly an Auditor-General's function. He has not got the expert information which the Commissioners have. Many factors might enter into a loss on a line which the Auditor-General here could not go into. He has not got the staff. In Japan the Auditor-General has expert engineers, doctors, architects, and all sorts of people, but I do not believe in that system, because if you have an expert set aside for a department like the Auditor-General, who has not got that necessary knowledge, that expert is likely to deteriorate. I would not advocate that plan here, but its absence prevents the Auditor-General commenting on things which the public might perhaps think he ought to comment on.

119. You come in contact with the Chief Accountant's Department pretty well every day, I suppose, or your people do?—Frequently.

120. Do you think it would be an advantage for the Chief Accountant to be responsible for all the accounts, departmental as well as the principal accounting office?—I think so. I think that you would have a better control, and it would be more satisfactory to the Commissioners and other people concerned if that were so.

121. Sir VINCENT RAVEN: Would that mean a great increase in staff?—I do not think so.

122. It would mean an increase?—It would mean an increase, but just at the moment I would not like to express an opinion on the organisation necessary. It would certainly mean some addition.

123. In connection with separating the railway and harbour account like it is done in South Africa, has not something of the same kind been done with the Water Board here?—I have seen it announced in the press, as the intention of the Government, but I have not any official knowledge of it, only press notices have appeared.

124. It is not in existence?—The Metropolitan Water Supply and Sewerage Board is really on the same footing as the Railway Commissioners. There is a little difference in regard to interest on works on the construction which in the case of the railways are capitalised and the railways take over the work when it is finished. That did not apply to the Water Board. It is hardly necessary to go into that, I think. You asked me the intention in regard to the Water Board. It was announced in the press that



Witnesses—F. A. Coghlan, 26 June, and J. W. Watts, 28 June, 1924.

the Government intend to make a new Water Board and that the Water Board will be practically self-contained. If it has a surplus, that will be used by the Board.

125. At any rate, they are considering that?—Apparently so. When the Parliament meets on 1st July, of course the opening speech will show the measures that the Government intend to submit.

126. Sir SAM FAY: There are two or three other, not public works, but businesses?—Business undertakings.

126A. Are they dealt with in the same way as the railways, or have they got their separate accounts?—They are dealt with in the same way as the railways. The Harbour Trust was for some years differently treated. They paid a fixed 4 per cent. as the rate of interest chargeable on their loans, and when the interest rate—what is called the average rate of interest—soared over the 4 per cent., the Government passed legislation altering that fixed 4 per cent., but earlier than that the Harbour Trust were really paying more than the Government were paying on the loans they were raising or had raised.

127. How about the brickworks; do they keep their accounts in the same way?—That is really a business undertaking, although it is called an industrial undertaking, because it is established under what is called the Special Deposit Industrial Undertakings Act. It is a skeleton Act, and there is an amendment Act which allows the profits to be disposed of by the Minister, but these are self-contained industries. Some of them are small. The brickworks are a big thing now, but at its initiation it was a very small matter. The brickworks get advances from the Government, and they are so run that they demand cash for orders and they deliver a very good product. Last year all the capital indebtedness had been repaid and a big profit in addition; the State has now really a running concern, making bricks, which is free of all cost to the community. In the case of an industrial undertaking there is a special deposit account opened for the industrial undertaking. In 1911 a number of industrial undertakings were established—the metal quarries, brickworks, and so on. They commenced to trade and all their operations were carried on in the special deposit account.

128. A separate account altogether?—Yes. It is a very large feature of the Treasurer's accounts here, where all sorts of funds are kept in what is called the special deposit account. The Government make an advance for an industrial undertaking. That is carried to the special deposit account. The industry commences to operate on that, and Parliament has nothing whatever to do with that industrial undertaking once it is established. It pays a sinking fund of—I am not sure of the fraction, it is less than 1 per cent.—and the profits can be paid into consolidated revenue if the Minister elects so to do, or they can be used in the business. They are generally used in the business, and all the operations of that business, as

long as it is successful, are simply under the review of the Minister. Parliament does not interfere at all. It does not appropriate any moneys other than what might come along in loan votes for that particular undertaking. That is all that Parliament has to do with that industrial undertaking. It does not, as in the case of the Railway Commissioners, receive the revenues; neither does it appropriate the funds, which will be the expenditure. The whole industrial undertaking is conducted by the manager as manager and by the Minister concerned as director, that is, practically standing in the relation of the director of a company. In examining the position of the industrial undertakings, you treat them on commercial lines, as far as Government usages allow. You charge them everything. If they occupy Government land, you charge them for it. If they occupy a Government building, they are charged rent, and so on, and in all respects, other than the payment of land and income tax and directors' fees, they are practically the same as an ordinary business. The brickworks you refer to are an example of success. There are some others like the Monier pipes industry and the metal quarries. The Monier pipes industry is the exploitation of a series of patents, and the metal industry—what we call metal, it is basalt which is used for road construction, it is in the native quarry, and it is Government land—you have got to sell it to make your profits. The material from which the bricks are made are on Government land. The brickworks are charged the cost of those lands. Of course, they have been depreciated by the quarries they have made. What they call the industrial undertakings and the business undertakings are really all businesses, but run under different statutes, and the industrial undertaking is a self-contained business which is subject really to the personal factor of the skill and ability of the manager. The Minister takes a hand, but really the manager is the man who makes it a success or otherwise. We have had some notable instances of that where a manager not having the necessary knowledge has done a lot of things which a man who had the necessary knowledge would not have done, and that industry went on the rocks.

129. Sir VINCENT RAVEN: The Railway Commissioners own a coal mine, do they not?—Yes.

130. Is that entirely for the use of the railway and under the Railway Commissioners?—I would not be prepared to say that. I do not know the actual practice of the Commissioners in regard to that. I do not think there is any restriction on the Commissioners if they wish to trade.

131. Is the cost of that charged to the railway?—That would go into the railway account.

132. They get the entire advantage of it, if there is an advantage in having it?—I understand so. I do not know of the conditions on which it is established.

Witness retired.

(The Commission then adjourned.)

### THIRD DAY.

SATURDAY, 28 JUNE, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

### COMMISSIONERS :

Sir SAM FAY.

Sir VINCENT L. RAVEN.

J. WEBSTER WATTS (Messrs. Smith and Johnson, Public Accountants), sworn, and examined:—

133. Sir SAM FAY: I understand that your firm, Frederick J. Smith & Johnson, public accountants, made a report to the Commissioners on financial matters in 1921?—Yes.

134. We should like to ask you one or two questions with regard to certain aspects of those accounts to which we

have given some attention, that is, the question of the absence of any reserve or renewal. We notice that at page 19 of your report you did to some extent deal with it, and apparently came to the conclusion that it would be a proper thing to have such a reserve, provided it was under the control of the Commissioners?—That is so.

135. Do you still think that that is the right thing?—I think it is the only way. Of course, it is very necessary



to equalise the charge for renewals, and it seems to me the only way to do it is to form a reserve fund. What I was, and am still, afraid of is that if there were stringent times the Government might use the fund so created. If it were definitely under the control of the Commissioners there would be no such possibility.

136. I do not know if you are acquainted with the accounts of the Union of South Africa?—No.

137. There they have a fund?—Yes, I know that, and I think their reserve is £3,000,000 or more.

138. They have had that method of account-keeping from the date of the union?—Yes.

139. Generally speaking, I believe the fund is used for extensions of railways, but the State undertakes to find the money for renewals when it is required for that purpose?—That really is not a renewal reserve, but a reserve for extensions. In New South Wales, of course, they have a very small reserve fund; at least, it sometimes amounts to that. The existing practice is to estimate the charge for repairs and renewals for the coming year, and obtain sanction for spending the amount estimated. The expenditure as incurred is then charged to working expenses, but should the work not progress as rapidly as anticipated, provision is made in a suspense account for the whole or part of the unexpended balance of the estimate. This in itself comprises a reserve on a small scale.

140. That is a reserve that does not provide for the wasting asset?—No, it equalises the charge possibly between two years. That is the only effect it has, so that really it is nothing.

141. Looking at it from the strict accounting point of view, of course, the accounts do not quite disclose the position?—They are not in the balance-sheet year by year, and that is what I have pointed out. The nett results of the various years are not correctly shown. It is clear that although the asset has been rendering the same service year by year, yet the previous years which should, strictly speaking, have borne an equal part of the charge for renewals, have borne no part at all. The surplus of those particular years have therefore to this extent been overstated, and consequently the surplus of the year of renewal will be understated. This defect should, in my opinion, be remedied by providing a repairs and renewals reserve fund. The existing practice is to estimate the charge for repairs and renewals for the coming year, and obtain sanction for spending the amount estimated. I have already said why we have not adopted the above suggestion, for fear that the Government might use the fund so created.

142. And when it was wanted it would not be there?—That is so.

143. Would it not be rather difficult for a Government to say, "We have a reserve fund in our hands, accumulated by the Railway Administration, but we are unable to produce the money when they want it for the purposes of renewal"?—It is not for me to say.

144. But it would be very awkward?—Yes, though I think they do it sometimes.

145. We know nothing about politics out here, and are only looking at it from a purely railway point of view, and when we find that it is done in the Union of South Africa, and being advocated very strongly for the whole of the railways of India, where they have got into very serious trouble in consequence of having no reserve, we rather come to the conclusion that there ought to be a reserve here, and I gather that you are of the opinion that there should be a reserve, provided it could be ear-marked and made available?—Yes, in my opinion the problem of reserve for renewals can only be satisfactorily dealt with if such fund is absolutely under the control of the Commissioners.

146. That means that the whole of the finance would be under the control of the Commissioners?—I should think so. They would arrange their loans and it might be said that they would save interest, though I do not know that.

147. If they have an adequate reserve there would be no more difficulty in their raising money than there is in the case of independent railway companies?—That is so.

148. That is rather treading on a political tail, which we do not want to do. We should be glad to hear from you how you think it should be done?—Provided the reserve should be under the control of the Commissioners, I think the wasting assets should be divided into groups, and an estimate made of the utility lives of the assets comprising such groups. Having obtained this table, it would be a matter of calculation to find out the amount which would be properly allocable against profits. This amount would approximate a certain percentage of the total assets and this percentage could be taken as a basis for the following year.

149. By the percentage of total assets you mean the capital cost?—Yes. It would be necessary to revise this percentage from year to year, as the totals comprising the respective groups would naturally vary. Apart from this, there is the question of obsolescence and supersession, and I think in addition to the depreciation reserve adequate provision should be made for the replacement and renewal of assets which may become obsolete or may be superseded before the expiry of the expected utility lives of such assets. As to what should be considered an adequate reserve in this regard will be difficult to determine.

150. Sir VINCENT RAVEN: Would you not calculate the depreciation and renewals on a life basis?—Yes, but in addition to that there is the question of supersession and obsolescence, which would arise in case the assets were disposed of or superseded during the utility of such assets. It would mean that it had not been written off during this life, and therefore there would be a balance to reserve against. The additional reserve would only be necessary as an equalising medium for losses which are likely to occur in respect of the disposal of assets which have not been fully depreciated; that is, which have become obsolescent or have been superseded before the expiration of their estimated utility lives. Possibly one way of dealing with the matter would be to take into consideration the likelihood of obsolescence and supersession of assets when estimating the utility lives of the assets, that is, make an estimate on a somewhat conservative basis, thus automatically increasing the yearly allowance charge against depreciation.

151. I think they are rather more likely to over-live their life than to die too early?—Yes; if they electrify or do anything of that kind it may possibly be the reverse.

152. At some future stage it may be, but at the present moment they have plenty of old machines to put on one side?—Yes. When I was investigating in 1921 I noticed that the assets were not grouped particularly well.

153. Sir SAM FAY: I notice they have carried out some of your suggestions, the major portion of them regarding the accounts being all on a similar basis throughout Australia?—Yes. Of course, I think they would be well-advised to keep records of the principal capital assets, giving particulars of the cost of such assets, and also an idea as to the condition. It does not appear to be sufficient indication of the actual position to show that there are so many engines, so many waggons, &c., unless the proportion or number in good, indifferent, or bad condition is also stated. It appears to us, as being important, that the condition of the equipment should be periodically brought under review in order that there should be no undue continuance of deterioration of capital assets without adequate renewal. In any case, I think it desirable that proper records should be kept of each group of assets or of each class of assets in such groups; otherwise it would seem to be almost impossible to accurately gauge the renewal requirements.

154. Sir VINCENT RAVEN: I think that would be represented by their life?—Yes, but you would want them sufficiently grouped to find out what percentage to take off.



Witnesses—J. W. Watts, 28 June, and J. Fraser, 4 July, 1924.

The various assets would have different utility lives. My meaning was that they had not grouped the assets sufficiently.

155. Sir SAM FAY: Do you mean as between engines and carriages and waggon and so on?—Yes, it appeared to be in 1921, but I cannot say whether it has been improved since then. There is one other point that I would like to bring up. When investigating the affairs of the New South Wales railways in 1921, I found that certain expenditure had been met out of revenue, and included in working expenses, which might properly have been charged to capital, and I took this fact into consideration when reviewing the adequacy of the charge for repairs and renewals. I found, moreover, that all the expenditure on renewals of permanent way had been charged against working expenses, although in my opinion it would have been quite fair to charge capital account with the cost of the excess of the original weight of the rails replaced. I also found that work chargeable to capital account performed in the shops—although charged with a proportion of shop charges—was not charged with a proportion of over-head expenses. I was satisfied that not only did revenue bear all the cost of repairs and renewals, but bore also certain charges which might fairly have been debited to capital. I took all those matters into consideration in considering whether the charge for repairs and renewals had been sufficient.

156. Sir VINCENT RAVEN: That really means that you would never put any betterment to revenue? It is

quite a common thing to put in heavier rails and charge it to revenue or even a larger locomotive and charge it to revenue?—I must not express any opinion against yours, but that is what I consider from a strict accounting point of view. Actually during the war years, though the bill for repairs was heavy, renewals of locomotives, tenders, carriages, waggon, and the like were few. During the war period it was well-nigh impossible to procure certain parts requisite for the replacing of new and up-to-date rolling-stock on the lines, and naturally the maintenance cost of the then existing rolling-stock was proportionately heavier. I considered at the time, when abnormally high prices were ruling, the Commissioners were well advised to maintain their existing stock and concentrate on better loading methods and increasing the hours run, rather than renew the stock unless absolutely necessary. Doubtless, however, the position has now changed and possibly somewhat extensive renewals will be necessary. It is a pity that some years ago we did not commence this renewal reserve and so equalise the charge that will have to be borne now and during the next two or three years.

157. Sir SAM FAY: Of course, that meant that the work not done during the war years when they could not get material had to be done at a later period, for which no provision whatever was made during those years when it was not done?—Exactly, and that is where they will feel the need of a reserve during the next few years.

(The Commission adjourned.)

#### FOURTH DAY.

FRIDAY, 4 JULY, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

#### COMMISSIONERS:

Sir SAM FAY.

Sir VINCENT L. RAVEN.

JAMES FRASER, Chief Railway Commissioner, sworn, and examined:—

158. Sir SAM FAY: The only questions we want to ask you this morning are in reference to the memorandum you sent us, replying to six questions we have put.

*Q. Estimates of expenditure on loan and revenue account?*

A. In this connection, under the provision of the Government Railways Act, 1912, section 13: "All moneys appropriated by Parliament for the maintenance or management of the railways, shall be expended under the control and management of the Commissioners. To enable the necessary appropriations to be made, estimates of expenditure on loan and revenue account are furnished annually through the Minister for Railways to the State Treasurer, as provided for under Section 40 (b) of the Railways Act, and on Parliamentary authority being obtained for such expenditure, the State Treasurer may make provision to meet departmental requirements up to the total which may have been allocated by Parliament to the separate accounts. It should, however, be stated that departmental estimates of expenditure required, both on loan and revenue accounts, have been generally greater than the amounts which the Government has been able to provide, and the expenditure in both connections has therefore been restricted to essential requirements.

*Q. Method of dealing with deficits or surpluses on year's working?*

A. When there has been a deficit on the year's working, such deficit has had to be made good by the State Treasurer out of consolidated revenue. When there have

been surpluses on the year's transactions, such surpluses are kept by the Treasury and absorbed in the consolidated revenue.

*Q. Method of dealing with receipts?*

A. Provision is made for dealing with receipts under Section 14 of the Government Railways Act, 1912, which provides that "all moneys payable to the Commissioners, under this or any other Act, shall be collected and received by them on account of and shall be paid into the consolidated revenue."

*Q. Expenditure on renewal account, and the absence of any reserves to meet wasting assets?*

A. All essential renewals are carried out from year to year, and the expenditure so incurred is debited against the working expenses of that period. No reserves have so far been established to meet wasting assets.

*Q. The organisation of the Chief Accountant's Department and the departmental accountants?*

A. The departmental practice has been up to the present time to have an accountant associated with the head of each department. This course has been necessary, owing to the fact that the various departmental offices are scattered over a very wide area, and as it is essential that the heads of departments should be able at any moment to obtain information as to expenditure in any particular direction or on any specific work, the accounts of each department have been kept more or less under the direct control of the head of the department to facilitate the economic conduct of his business. If it had been practicable to house the whole of the departments under one roof, it would have been possible to place the Chief Accountant in actual control of the



whole of the accounts of the service. The major control, however, in this connection is still in the Chief Accountant's Branch, as all accounts are finally assembled and dealt with in that branch.

*Q. The system of dealing with estimates of the departmental officers as between yourself and those officers and yourself and the Treasury?*

*A.* Heads of departments are directed to submit annually their estimate of expenditure for the ensuing financial year. These estimates are furnished in the first instance direct to the Chief Accountant, who, as soon after their receipt as possible, sees me personally with the estimates, and I either approve of same or modify them to such extent as I may personally consider it necessary to harmonise with my own views as to what it is possible or practicable to expend in relation to the revenue likely to be received, and the interest which must be met during the year in question. The estimates as approved or amended are then forwarded to the Treasury, and if not agreeable to the State Treasurer and his officers further discussion takes place as between the Treasury officials and myself with the object of endeavouring to harmonise our estimates with those which the Treasurer himself submits to Parliament, in association with all other Government departments, in his financial statement for the whole of the financial year.

159. We would like to have a little more information on the details. Commencing with No. 1, as to expenditure on loan and revenue account, do we understand that revenue expenditure on the upkeep of the line and rolling-stock has been withheld on account of financial stringency as well as capital expenditure on new works and lines?—It has been varied on occasions.

160. Due entirely to the conditions of the State finances?—In the endeavour to balance the expenditure with the total revenue.

161. Has that been the case of recent years?—It is the case, I think, almost every year.

162. Does that mean that your estimates are reduced at the start, or that you are pressed at some period during the later part of the year to reduce the expenditure?—Oh, no, not in the later period. Before the estimates are submitted to Parliament the State Treasurer quite naturally endeavours to have his estimates prepared on such a basis that he can show that he is going to make ends meet.

163. That is the whole of the departments in the State, including the railways?—Yes. As our estimates form at least one half of the total expenditure incurred by the State, our estimates, of course, loom rather largely in the Treasurer's financial statement.

164. That would naturally be so, because the expenditure upon railways in the State is a little more than half the total receipts received by the Government in any year.—Yes.

165. That is, receipts from general taxation?—Receipts from other sources—land revenue, and so forth—provide the other half of the total receipts which form the consolidated revenue of the State.

166. The mileage of the railways has been very largely increased during your term of commissionership?—Yes. It has been a period of considerable progress in connection with railway construction.

167. Apart from the cost of constructing the new lines, have you been able to obtain sufficient loan capital to efficiently equip these new lines with rolling stock?—No, we have not.

168. Railways are taxed, I believe, to some extent by municipalities and others?—Shire councils, yes. Railway lands throughout the whole of the State, except the metropolitan area, have to take the same taxation as private lands in the same areas.

169. Amounting altogether, as far as we can see, to £80,000 a year?—For the moment, yes. That is an expanding burden.

170. Under the Railways Act of 1912 the Commissioners were to be reimbursed for loss either by way of expenditure or loss of revenue consequent on any system on a matter of policy directed by Parliament. Have you ever claimed anything under that head?—Very little. We have made claims and we have received payment, but only as applied to emergency transactions. In one or two cases the whole State has been devastated by serious drought conditions, and the Government has indicated to us its desire that fodder and starving stock should be carried at a nominal rate throughout the State. We have had fodder carried, for instance, from any point to any point at a rate of 10s. per truck load. Under a direction of that kind from the Government, the Government would reimburse us the difference between that 10s. per truck and our own concession rate for the carriage of fodder and starving stock.

171. Of course, looking at the clause in the Act as it stands, it looks as if it was intended to meet a case of a new line imposed upon you which you knew could not pay its working expenses?—I do not think that that was the intention of the framers of the Act.

172. What was the idea?—The idea, I think, was to meet certain transactions of the kind that I have just mentioned.

173. Of course, that does not take you very far?—It does not take us very far.

174. It looks, on the face of it, a great deal wider?—Yes.

175. Has a question of a separate budget for railways ever been considered?—It has been talked of, but never seriously.

176. It has never been put to the Government?—Never been put up to any Government.

177. Coming to No. 2, "When there has been a deficit on the year's working, that deficit has been made up by the State Treasurer out of consolidated revenue." I suppose you mean there, when you speak of a deficit, not only the cost of working, but the interest?—Payment of the interest cost, yes.

178. You have never been short of actual working costs?—Oh, no.

179. And your interest payments have increased, so far as your published accounts are concerned, so far as they show, as between 1914 and 1923, by over one and a quarter millions per annum?—Yes, that is, in interest rate.

180. And not increased capital?—Oh, yes, but it has increased by more than one and a quarter millions if you take the increased capital into consideration as well. The total interest bill has increased by over two millions.

181. I am afraid I have not got the correct figure?—Two and one-third millions, roughly, the total interest payable.

182. With over one and a quarter millions?—That is, increase of the interest rate.

183. As between 1914 and 1923 it has gone up £1,297,000 a year?—Yes.

184. That you have got to find by some means or another out of the railways?—Yes.

185. More than was so in 1914?—More than was so in 1914.

186. And this is in addition to the interest on capital expended since that date on new lines?—Yes.

187. How much do you say that amounts to?—Slightly over an additional million pounds.

188. That is two and a quarter millions?—£2,364,249 is the total increase in the interest charges. The actual increased percentage as between 1914 and 1923 was 111·36 in the interest bill.

189. Have the surpluses during the time you have been Commissioner been sufficient to wipe out any deficit in the interest?—No, not during our period from 1917. That is,



Witness—J. Fraser, 4 July, 1924.

taking the period of the present administration, from January, 1917, to the end of 1923, the surpluses we have had have been less than the deficit which we have had in the aggregate.

190. I suppose your deficits were during the war years?—During the war years, a period of low productivity in the State, and a period of poor business.

191. No. 3, "Method of dealing with receipts"—you have no cash at all in your possession from day to day?—The cash passes out of our possession the moment it is paid into the State Treasurer's account at the bank.

192. With regard to expenditure under renewal account, and in the absence of any reserve to meet wasting assets, you say that all essential renewals are carried out from year to year. Would you explain exactly what you mean by an essential renewal?—I mean that it is our province, in the first instance—it is our duty to the public—to carry on our transportation services with safety. That is essential, and any expenditure that may be necessary to ensure the safety of the travelling public must be incurred.

193. When you speak of essential renewals, you do not mean, do you, that you are renewing anything on the basis of life of line or rolling stock?—On the basis of condition, not necessarily on the basis of life. Life is a governing condition, of course, in connection with certain things, but in connection with other matters life is not necessarily a governing condition.

194. Does it not really mean, when you say here, "all essential renewals," that you are referring to adequate maintenance and not renewal?—It just depends on the interpretation of the word "essential"—essential from the point of view of safety, essential from the point of view of comfort, or essential from the point of view of aesthetic appearance. Certain things are essential from the point of view of safety, and any expenditure that may be required to secure safety must be incurred.

195. That rather goes to a definition of what is a renewal and what is a maintenance. You can keep your lines safe and you can keep your rolling-stock going by adequate maintenance, but that is rather a different thing from renewals?—No, you cannot by adequate maintenance. You must renew certain parts of a permanent-way, you must renew certain parts of a bridge, you must renew certain parts of a building, or on any rolling-stock that is used you must renew certain parts to ensure that the permanent-way, the track, the bridges, and the buildings shall be in a safe and reasonably satisfactory condition from year to year.

196. Would you rather call that ordinary maintenance?—That is ordinary maintenance. Renewals, of course, are necessary from other points of view.

197. Sir VINCENT RAVEN: If you are renewing a girder of a bridge, that would only be maintenance, would it not?—That is maintenance.

198. If you are renewing a fire-box of a locomotive, that would be maintenance?—That is so.

199. Not renewal?—No.

200. Sir SAM FAY: Looking at No. 5, "Organisation of your Chief Accountant's Department," the staff you have there appears to be very weak in numbers for a Chief Accountant's office if they are to do anything really essential in the way of audit of the big accounts you have got. They do not apparently verify the branch accountant's figures, at all, do they?—They do not make any very serious attempt to verify the accounts submitted by the various branches because the various accountants in the various branches are deemed to be competent to submit, and they do submit as a matter of fact, correct accounts with regard to the work which is done in those branches.

201. Take your stores department. He does not audit that at all?—He does not. The Traffic Auditor does. The Traffic Auditor sends members of his staff over there to check up certain sections of the stores. He does not check up everything that is controlled or every item that is under

the charge of the Comptroller of Stores, but he does make a certain check every year of the stores that are under the control of the Comptroller of Stores.

202. Is the Traffic Auditor responsible for checking any other branch accounts?—No, not branch accounts.

203. The Traffic Auditor's principal duty is the checking of the station accounts, revenue?—Yes, traffic accounts and also refreshment-rooms and advertising.

204. The Auditor-General does not audit any of the branch accounts?—No.

205. He takes the figures from the Chief Accountant's Department?—Yes.

206. Coming to No. 6, "System of dealing with estimates," I understand that you modify the estimates from spending departments and that you consider, amongst other things, the possibility of the revenue in the ensuing year?—Yes.

207. And it is based on that, and what you consider the departments themselves can carry out in the shape of work?—Yes.

208. Although they may ask you for a great deal more?—They do in some cases ask for more than they can possibly spend.

209. Then you reduce the estimate before sending it to the Treasurer?—Yes.

210. You do that on revenue account?—On both revenue account and on loan.

211. Do you do that with the construction branch?—Less with regard to construction, because the amounts which may be required to deal with construction of certain new lines would be amounts really fixed by the Government itself.

212. And they would find the money for that specific item?—They find the money for those specific items.

213. But sometimes, apparently, although they promise to do it, they do not do it?—That is so in some cases.

214. Looking at the minutes of the construction department, there is reference there, time after time, I see, to the fact that the work is held up because there is not sufficient money?—That is so. That is true of nearly all the railway construction, unfortunately. The amounts that are voted from year to year to carry on the construction of certain lines are really too low to permit of thoroughly economical construction.

215. Or quick construction?—Being slow it must be uneconomical.

216. It amounts to this, does it not, that the Treasury, by reason of the condition of State finances, does cut down what your officers and you think is essential on revenue account?—It has not often been done deliberately. I can recall, I think, only one case in which a State Treasurer has altered himself the estimate of the revenue submitted by the railway administration. I do remember a case where the Treasurer increased our estimate of the revenue and reduced our expenditure so as to balance the State accounts. That is for the Treasurer's budget. That is a kind of thing, of course, that could happen but rarely. But we do get pressure from the State Treasurer, as I have already said, almost every year, if not every year, to so modify our estimates as to enable him to submit a balanced statement to Parliament. The year that we are in at the present moment—not at the beginning of the year, because our estimates are unfortunately always dealt with rather late in the financial year, but in this financial year that has just closed on the 30th June last—the Director of Finance came to see me personally, to see whether I would agree to an increase in the estimate of revenue and some decrease in our working expenditure so as to make the State accounts balance. At the moment it looked as if we might have a good wheat season, and I told him that assuming the wheat season were going to be a good one I could agree to a small increase in our estimate of revenue which he then had in his hands. I did agree in that case to increase our estimate of revenue. The wheat season did not prove to be a good one, and our estimate of total revenue will be



some two or three hundred thousand pounds less than included in the figures which are placed before Parliament.

217. Sir VINCENT RAVEN: Do I understand you to say that any modification in connection with the revenue estimates are agreed to by yourself?—They have been in most instances, not in all cases.

218. Do I also understand correctly that renewals are revenue account?—Renewals are revenue account.

219. Therefore that applies both to maintenance and renewals?—Yes. The railway administration here, of course, could seriously embarrass the Government by standing out for a very heavy expenditure on working expenses in any year.

220. Is there any difficulty in getting money that has been agreed to during the year?—Not when the amount has been agreed to, no, not in the revenue account, but in connection with the loan account difficulties may arise, even although certain estimates which have been submitted by us are approved by the Treasury and passed by Parliament. The estimates are approved, or the sums so approved, are not always available for our spending.

221. I was referring to revenue?—As to revenue, no. When the estimates have been passed the amount of money provided for under those estimates is always made available by the Treasurer.

222. In some cases the money which has been agreed to has not been always spent?—That is true. In some cases the amount provided for renewals has not always been spent. That would be affected by certain things. In certain years we might get credits owing to sales of materials and so forth greater than were anticipated, which would affect the current expenditure for the year to some extent.

223. We may assume, then, that the amount of money which was spent was sufficient to deal with all the necessary maintenance?—I do not know that that would be an absolutely correct assumption.

224. I notice, in 1922, £175,720 was agreed to be spent on renewal of engines, and only £107,461 was spent?—That is so. There was £175,720 approved in connection with renewals, and £107,461 was actually spent. What exactly was the reason for that I am not in a position to say. Mr. Lucy could possibly speak more definitely on that point than I can.

225. But the amount Mr Lucy asked for was £221,700?—He asked for £221,000, yes. He could not have spent that had it been available that year.

226. But Mr. Lucy would be the right man to ask as to why he made an estimate which he could not use if it had been granted to him?—Yes. There is a difficulty about these estimates. It may be a difficulty that you do not at present appreciate, and that is, that our estimates are very often not passed until almost half the financial year has gone. That is, estimates for the current year—for 1924-25—may not be passed until next October or November. In the meantime, of course, we have instructions from the Treasury to spend as little as possible. We cannot spend on the basis of an estimate that is particularly a liberal estimate.

227. Sir SAM FAY: Until you get assent?—Until we get assent, and that assent may not be given until next October or November, which leaves us only about seven or eight months to carry out our programme, instead of the full twelve months. We never get a full twelve months.

228. Sir VINCENT RAVEN: The estimates being sent in when?—The estimates for the current year have already been sent in.

229. You talk about October?—That is when the estimates are passed by Parliament.

230. The estimates are sent in in what month?—They are already in.

231. You mean they are already in in October?—No. They are already in the Treasury now for the current financial year.

232. You mean in June?—Yes, towards the end of June.

233. They go in in June, and they are not agreed to till November—is that it?—Our revenue estimates, as I have said, have already been submitted to the Treasury for the year 1924-25.

234. When you say already, you mean the month of June?—I mean at this moment, for the year 1924-25 the Treasurer has our estimates, but those estimates may not be passed by Parliament, as I have already said, until we do not know when. I do not remember the month last year when they were passed, but it was late.

235. Then you are already spending on the assumption that they will be passed?—We cannot spend on the assumption that they will be passed. We generally get an instruction from the Treasury to spend at the rate of so much per month, an expenditure per month analogous to the expenditure per month for the previous year, until the estimates are passed. That is our practice with regard to both revenue expenditure and loan expenditure.

236. That would be very awkward, then, if the previous year happened to be a year in which you spent very little?—Our difficulties in connection with money are considerable. They are very serious, because one cannot lay out a programme of work that one could do under a system under which it was known that expenditure would not be seriously restricted; a programme for effective operation certainly could be much more satisfactorily arranged than under existing conditions.

237. At the same time you have to maintain your line efficiently, and that has to be done with money?—That is so.

238. You cannot bunch in the last period of the year enough to make up all deficiencies in the early part?—You cannot do that, either with regard to loan or revenue expenditure. It is one of the difficulties of the present system. It is a difficulty attachable to the present system of dealing with our accounts.

239. Sir SAM FAY: You have got no renewal account at all, have you?—That is by way of reserve?

240. By way of reserve?—No. There was a small accumulation some years ago, but that accumulation was wiped out. The Government needed the money.

241. If you had a renewal account based on the life of line and rolling-stock, do you think that that would very materially add to your cost per annum? You renew now up to a point. Assuming you base the renewal account on the life, so many years, do you think that would be more than the financial situation could bear?—No, I do not. I think that if we had a renewal account the position would materially improve.

242. Assuming the money was available, it would relieve you from a good deal of this financial trouble, which must be a constant source of worry?—Undoubtedly. It would not cost Government any more, but would cost us less.

243. You could have a continuity of policy?—Exactly.

244. Which you cannot have now?—Exactly.

245. Sir VINCENT RAVEN: Do I understand from that, that if you a renewal account and renewed your rolling-stock, the amount of money spent to-day in maintenance would be very much less?—It would.

246. Because I notice that your maintenance figures are very high as compared with one's own experience in maintaining rolling-stock?—Yes. It may be that our maintenance expenditure in connection with rolling-stock is high in comparison with your own experience, because I take it our wages here and some of our operating costs would be very much greater than they are in Great Britain to-day.

247. Allowing for that, it still appears high?—That is partly due, of course, to the age of rolling-stock. We would be better off if we could have retired certain rolling-stock which is still operating, and if we had renewal accounts our retirements could have been greater than



Witnesses—J. Fraser, J. H. Cann, and H. Fox, 4 July, 1924.

they have been. With regard to waggons we are fairly right, but with regard to carriages and locomotives our position is not satisfactory.

248. I notice that your average cost per waggon is high as compared with the other States in Australia, but probably that is on account of the difference in the size and capacity of the waggon, is it?—So far as waggons are concerned, I have not made a very recent comparison with other States, but I was under the impression that our position with regard to waggons was much superior. I think that our maintenance of waggon stock is much better here than in other States in Australia. Our waggons are better maintained, and their average capacity would be certainly greater than in the majority of the other States of Australia. Per unit of capacity, I am inclined to think our maintenance would be less than in any other State in Australia.

249. But so far as the locomotives and carriages are concerned, you agree that the cost would probably have been less if you had been able to renew in accordance with the usual practice?—Yes. There are certain carriages that it would have been desirable to retire some years ago and certain locomotives that might be retired with advantage.

(At 11.30 a.m. the Commission adjourned to 2.30 p.m.)

JOHN HENRY CANN, Assistant Railway Commissioner, sworn, examined, as under:—

250. Sir SAM FAY: We have been giving some attention to the question of the absence of any reserve to meet wastage of assets or the renewal of anything in the shape of rolling-stock. You take the chair usually at the finance committee, and the construction committee?—Yes.

251. What is your view with regard to a reserve for renewal?—If there was a reserve established on a good sound basis, say, the interest on that fund would be about equal to the replacement amount per annum, it would be an ideal condition.

252. You could not hope to build up a reserve, the interest upon which would meet each renewal?—If it was found it was to be maintained by annual vote to be charged up against working expenses, I do not see a great deal in it. The other way it would maintain a fund which would be equal to the replacement, and it would make a good deal of difference.

253. It was a question entirely of renewing line and vehicles. At the present time you have nothing to rely upon except from year to year?—At present we rely on the circumstances as to whether we get a good year or a bad one.

254. That does not affect the wearing away of your assets year by year?—No, excepting, maybe, some obsolete rolling-stock which costs a good deal to repair has been left and gone on hand-to-mouth style.

255. That means instead of renewing vehicles you have repaired them?—The reserve would remedy that.

256. It would be more economical to break up the vehicle and replace it by a new one than to go on repairing it?—Frequently if you try to repair an old vehicle the cost of the repairs and the wear which you would get out of it afterwards would be the most costly way. You would get better results from the new vehicle. The same would apply to repairing obsolete machinery. It would be better and cheaper to scrap it and get new machinery.

257. If a reserve is set up on the basis of the life of anything you have got, it means adding every year to your working expenses a considerable sum?—Yes.

258. You are spending a certain sum now?—We do not allocate a certain set sum a year. We are guided by what our circumstances are. If we have a surplus, and we are able to write off, we do. If we have not a surplus, and there is a deficiency, we get through as best we can.

259. If you had had a reserve from the start of the railways here you would have been able to break up the vehicles and renew your lines with certainty year by year?—Yes.

260. With the absence of that you are guided by circumstances from day to day almost?—Yes.

261. Your opinion is a reserve is a very desirable thing to have?—I think it would be very desirable.

262. With regard to the construction department, you have a lot of plant there which you took over for construction purposes from the Public Works Department?—Yes.

263. Are you writing that off in any way?—No. We charge against the particular job that the plant is sent to, the actual depreciation of it, that is the keeping of it in repair whilst it is on the job. When it goes from one job to another, the new line is credited with the value of the plant and the next line is debited with the amount of the plant until it is shifted. It is kept in working condition all the time.

264. Are you simply providing for the maintenance and not for the renewal?—Simply for the maintenance, keeping it going. We have a considerable amount of plant. I could not say from memory what is the value of it, but I could get it for you.

265. Have you any locomotives in connection with that?—No. We borrow from the Loco. Department. We have steam shovels and mechanical plant for doing the work.

266. Sir VINCENT RAVEN: Referring to the rolling-stock, I take it you would agree to and uphold a reserve fund if such fund could be instituted?—Yes.

267. Under those circumstances you have a good deal of obsolete rolling-stock running to-day which you have not been able to renew owing to not having that fund?—Yes, we have some rolling-stock which is very old and would be better if we wiped it out altogether. We have been getting the last penny's worth out of them that we could.

268. The obsolete rolling-stock principally refers to locomotives and carriages?—Yes—and waggons.

269. You would say the same about waggons?—A lot of condemned tyres and axles and that sort of obsolete stock. When we put a new bogie underneath the carriage we take the old one out and it is left about.

270. I am referring to waggons rather?—Yes; we have a good deal of old stock about. Some have been taken out and scrapped, and some are actually running now which we could reasonably replace.

HENRY FOX, Assistant Railway Commissioner, sworn, examined, as under:—

271. Sir SAM FAY: We have been considering the absence of reserves to meet anything in the shape of wastage of assets either on the line or rolling-stock or in any other way. What is your view as to the desirability or otherwise of providing year by year a certain sum to meet absolute renewal of line and rolling-stock?—I certainly think it would be an advantage to provide a renewal fund. I do not see any difficulty in dealing with it. I take the chair at the traffic committee. I came across a good many things there which have relation to the state of the rolling-stock.

272. You would be in a position to judge as to the desirability of establishing a reserve to meet the renewal or not?—I feel it is a desirable thing.

273. Sir VINCENT RAVEN: On what basis would you start a renewal fund?—I have not given that any consideration.

274. It would have to be on the age of the stock, to keep its original capital value up?—Primarily, yes.

275. Are all the locomotives, carriages, and waggons in a thoroughly efficient condition to work the traffic?—Not all of them are thoroughly efficient.

276. Some are obsolete?—By reason of their great age. They would be better renewed with other vehicles.

277. That is due to not having sufficient funds to bear the renewal cost?—To a considerable extent.

278. If you have no shops to build them, you could buy them outside?—Yes.

(Witness retired.)

(Commission adjourned.)



## FIFTH DAY.

TUESDAY, 8 JULY, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

## COMMISSIONERS :

Sir SAM FAY.

Sir VINCENT L. RAVEN.

THOMAS JOSEPH HARTIGAN, Chief Accountant,  
recalled:—

279. Sir SAM FAY: You gave us two statements in your original memorandum on which we did not ask you any questions when you were here before. [*Statements are printed following question 1.*] We want you now to tell us exactly what they mean. You have statements "A" and "B." You remember I said I would not ask you any questions about them when you were here before, because we wanted to clear up something else. In your "A" statement you say, "This is a statement showing the approximate interest that would have been paid on the capital invested in railways for the year ended June, 1923, if the interest had been calculated on the average rate of loans raised year by year since that date, allowing for interest on capital invested at the 30th June, 1913, being at the then average rate paid by the State loans renewed during the period." Will you explain exactly what this title means?—That is a statement showing the total capital expended at the 30th June, 1913, at the average rate that was then payable on the State debt, and taking into consideration that portion of that capital that was renewed in subsequent years.

280. At a higher rate of interest?—Yes, plus the interest that was paid on the additional capital expended year by year at the rate of interest that was paid on the loans that were raised by the State.

281. That is to say, you take the capital as it existed in 1913 at the rate of interest which was then charged?—Yes.

282. And then you add to that the capital expenditure by you since?—Yes.

283. At the rate of interest on which the State raised the loans for that particular purpose?—That is so. I divided the actual amount raised into the interest paid, taking into consideration what was provided for in the discount and floating charges.

284. Then, according to this, you have been charged £424,000 odd more in 1923 than those figures would have given?—That is so.

285. On that basis?—On that basis.

286. When you were here before you said you could not arrive at the method adopted by the Treasury for getting at this interest because you did not know what they paid to the bank for overdrafts and in other ways?—That is so.

287. It was scarcely an amount of £420,000?—I am not too sure that it would fall very far short of that on a revised method of calculating the interest, compared with the present method used by the Treasury. I believe the Auditor-General has raised the point with the Treasury in respect to the correctness of the method upon which they calculate the average rate, and that is now a subject of conference between the Director of Finance, the Auditor-General, and the Government Statistician. They have not, as far as I know, finalised a report yet for submission to the Treasurer, but it is under consideration at the present time as to whether the average rates as calculated at present are a proper method of calculating it.

288. At any rate, the way you have calculated it—that is to say, on the rate you paid in 1913, plus the rate at which the Government raised the money for additional works, and capital account since that time—you have been overcharged?—That would be so.

289. With regard to statement "B," that shows the approximate interest charges that would have been debitable by railway and tramway charges on the basis of the capital expended at the 30th June, calculated at the average rate of interest payable up to that date. Up to that point it is the same as statement "A"?—Yes.

290. "And on the capital expended each year from 1914 to 1923 at the average rate of interest paid on the net amount of the loan raised by the State"?—It is practically the same thing, excepting that no provision has been made for the higher rate payable in amounts of capital renewed of the capital from 1914.

291. So that you have not taken into account the loans that were renewed by the Government during that period at a higher rate of interest than the original loans?—That is so.

292. Sir VINCENT RAVEN: There is an increase there of £913,000.

293. Sir SAM FAY: It would be because he has not included the renewed loans during that period.

294. Sir VINCENT RAVEN: Mr. Hartigan cannot give any explanation as to what that interest really is due to.

294A. WITNESS: It is due to what Sir Sam has just said. The increase is due to the fact that I have taken the position to be that in 1914 the railways would be handed over to the Commissioners at the then rate of interest that was payable on the State debt, and no portion of that capital which would be renewed during the subsequent years at a higher rate of interest is taken into calculation in this second statement.

295. Sir VINCENT RAVEN: Does that same answer apply to the £424,000?—No, the same answer does not apply there. I have only in that first statement taken out the capital expended to the 30th June, 1913, at the average rate of interest paid in 1913. I have then taken from the public accounts as closely as I could the capital that was renewed subsequent to 1914 at the higher rate, and then each year on the amount of capital that was expended by the railways at the rate of interest that was paid for the loans raised by the Government during each of those years.

296. That is what I understood, but you cannot give any explanation as to what that excess of £424,000 is due to?—No, unless it is that the railways have been overcharged on the average rate.

297. Sir SAM FAY: There is one question here, which I should like cleared up, on the general capital account of the railways. There is a considerable amount shown for "Vote for stores and materials"?—Yes.

298. What does that mean exactly?—That means that the Government provided us with a floating advance for the purchase of stores out of capital to purchase stores for the use of the railway working and maintenance. It ought to approximate the total amount of stores on hand.

299. This was a vote of what?—It is about £1,800,000.

300. You had £1,800,000 voted out of the capital for the provision of stores. At what date would that be?—The original vote has been in existence almost since the railways' inception, I should think, increasing as the business warranted.

301. Those stores are used up?—As the stores are issued, fresh purchases are made. The purchases and issues ought to approximate one another.



Witness—T. J. Hartigan, 8 July, 1924.

302. Then, having no money of your own, you have to go to the Treasurer for additional money to make up this amount?—To make up which amount?

303. To make up your total of your vote?—The position is this. Naturally, of course, the railways require stock to carry on with. To get that stock the administration have to have money to pay for it, and that money is advanced by the Government out of loan account. It becomes part of the capital debt of the railways, and subject to interest just the same as if it had been expended on some asset. It is not in any way disturbed unless to be increased or decreased according as the traffic requirements require a larger or smaller stock of stores to be held.

304. I quite follow you. You have your stores and your £1,800,000 but those original stores, of course, have all been got rid of years ago?—Yes.

305. What I want to follow is the method of dealing with stores which you want to make up the stock that you should have on hand representing £1,800,000?—The whole of the stock is purchased out of this vote, and treated in an account known as the "purchase of stores" account. As materials are issued their value is debited to maintenance or capital, according to where used. The "purchase of stores" account is credited, so that the balance plus the stock of stores on hand makes up the total of the vote.

306. You renew it, of course, with cash which is got, I suppose, in connection with the working of the railway as such?—That is so. It is the practice for the Treasury to credit the banking account by the amount of the issues which are sent across to them in the shape of an adjusting entry. As an illustration, if there were £300,000 worth of materials drawn out of stock during the month for maintenance, or capital, or other accounts, then an entry is sent across to the Treasury debiting our revenue or capital, and a corresponding credit placed to the "purchase of stores" account by the Treasury.

307. That really is only a loan to keep your shop well supplied with material, looking upon the store as a shop?—That is so.

308. And then it is drawn out of the shop and charged off either to revenue or capital, and debited to that?—Yes.

309. Then, when you want some more stores, you get some more money, and you wait to debit either the capital or revenue till the stores are drawn out of stock?—That is so.

310. It is a cash transaction plus a book transaction. You have the money, originally the £1,800,000. You are supposed to have that stock in hand apart altogether from any increase there may be to-day?—Yes.

311. You do not check these stores at all, do you?—No, as far as taking stock is concerned.

312. The Auditor-General is responsible for looking through these accounts so far as you are concerned?—The Auditor-General, and up to within the last twelve months or so the Traffic Auditor. The Traffic Auditor would take stock every twelve months, and a balance-sheet of the transactions for the twelve months is forwarded to the Auditor-General at the close of the financial year. That officer makes test checks of the stock. In the last twelve months the stock has been taken periodically by special store inspectors who have been appointed for the purpose. The Auditor-General accepts their certificates, which are covered by a certificate from the Comptroller of Stores as to the total stock on hand at the end of the financial year. He still maintains his test checks at the end of the year. The reason of that was because of the necessity of obtaining some persons who are qualified to know the different classes of stock. It is very difficult to find sufficient qualified persons to take the whole of the stock in one month; that is the reason for the change.

313. In this particular case, when the railways were started, there was a special vote out of capital for stores?

—Yes. It was only a small vote in those days; £200,000, I think, was the first vote we got.

314. There has been a gradual increase?—It was increasing until within about twelve months ago, when, owing to the special attention given to it by the Chief Commissioner, the stock has been reduced; so much so that we were able to repay £200,000 of the loan advance back to the Treasury. In other words, we reduced the advance by that sum, and so reduced our interest charges.

315. So far as that is concerned, there is no cash in your possession with regard to stores?—No.

316. Sir VINCENT RAVEN: When stores are drawn out are they charged at the cost at which they were bought?—Yes.

317. Not the present-day cost?—No, at the book cost.

318. Sir SAM FAY: When you were here before I think you mentioned there was some difficulty occasionally in getting moneys from the Treasury to enable the work to be carried on?—That is in respect to loan, do you mean, or revenue.

319. I am not quite sure. I think you referred to loan?—Yes. In the matter of loans money, we are really in the hands of the Government as to the amount of money that they think it is either incumbent on them to raise or that they can raise. The department is, therefore, naturally curtailed, if necessary from the Government's standpoint.

320. Although these loans were included in the budget?—Yes, that is so. It may occur that way. It has occurred that way, because although certain sums might have been included in the budget the Government may not have been able to raise the money.

321. Do you deal with the construction branch at all?—Yes.

322. It would be there, I suppose, mainly that this would arise?—No. It would occur both in respect to the existing lines and railway construction.

323. You mean on capital account?—On capital account I am speaking about now.

324. Has it ever occurred in connection with the revenue account?—Not to the same extent. That is to say, when the Chief Commissioner has finally decided what amount he requires for the year, he would send a statement of his requirements to the Treasurer. Representations are perhaps made by the Treasurer for a reduction in this sum to make the budget balance, but only in one case that I know of was any alteration in the figures made without the Commissioner's concurrence. He may, of course, concur and reduce his estimates in compliance with the desires of the Treasurer.

325. You do not get the budget through till about October or November, I think. How is money obtained before the Budget is passed?—Under the Audit Act of the State, the Government are allowed to expend money out of revenue for three months without Parliamentary sanction based on the preceding year's expenditure.

326. How far do you mean, based month by month or as the total for twelve months?—Twelve months. That is to say, a quarter of the previous twelve months' expenditure could be spent in the first three months of the year.

327. You could spend in the first three months of the year a fourth of the total amount, as allocated to the three months of the previous year?—Yes, that is expended in the previous year. Your expenditure may exceed your allocation for the previous year.

328. So that although the demands of the branches and of the Commissioner may be more than the preceding year?—I do not know of any case where the Government would not give you the money if you wanted it in those three months. That is to say, if it was in excess of the previous year, you could still spend it. It may happen this way, for instance: You may get a Board of Trade's declaration raising the basic wage, say, in April, May, or June; in a case like that, naturally your expenditure in July, August, and September, bearing the increased wages, would go up



in excess of the expenditure in the previous year. In that case, of course, the Government would find the money for you. Then for the remaining months—that is to say, October and November—a special supply bill is presented to Parliament. That is a sort of a miniature estimate of the anticipated expenditure; it may be for one month or two months, and is generally passed through the House in one sitting. That provides for your expenditure for either October or November or for both months.

329. Have you had any correspondence or letters in connection with this particular matter of the difference between the amount asked for and the amount which has been advanced by the Treasurer up to October—between June and October?—No. There is never any correspondence passes in respect of it at all. We would simply go on spending unless there were some intimation from the Government. They might possibly ask for an explanation, but they do not stop us from having the money.

330. Sir VINCENT RAVEN: I think it is perfectly clear, from what you say—take, for instance, the locomotive work—that if it is necessary to spend in maintenance during those months between June and October a certain sum of money it is not objected to in any shape or form?—No.

331. If it was thought that they were spending too much, then attention will be drawn to it, and if possible it may be curtailed, the amount of money you were spending?—You mean by the Treasury?

332. Yes?—Yes, but it is very rarely done.

333. In that case it is rather difficult to understand why in a great number of years the amount which has been asked for and agreed by the Treasury has not been spent or anything like spent?—Are you speaking of any particular item?

334. I am speaking of locomotives. In 1920, £111,600 was agreed to and only £59,258 was spent. In 1921, £105,000 was agreed to and £97,818 spent. In 1922, £175,720 was agreed to and only £107,461 spent. It is rather puzzling seeing that there is no restriction put upon what they do spend that there should be actually spent so much less than they ask for?—I could not say why it is.

335. Of course it is a happy result if it does not mean any curtailment of necessary maintenance?—Yes, quite naturally it would be.

336. But they have not been restricted in any way so far as you know, in expenditure?—Not as far as I am aware.

337. I do not think that same condition of affairs is shown in any other department, except the locomotives. It is not so with carriages. It is so, slightly, with waggons. It is so with the relaying, certainly in some cases. In 1922, for instance, £600,000 was agreed to and only £392,141 used?—Yes. Of course, so far as the Treasury is concerned they do not see that relaying figure separately. It is all voted in one lump sum, and may be spent in some other direction.

338. It might be transferred from one account to another?—It may be spent perhaps under general repairs.

339. But still that particular department has asked for an expenditure of that amount?—That is so.

340. And they have not used it?—Apparently not.

341. Sir SAM FAY: This is what Mr. Fraser said with regard to this, speaking of revenue: "There is a difficulty about these estimates, it may be a difficulty that you do not appreciate, and that is that our estimates are very often not passed until almost half the financial year has gone. That is, estimates for the current year for 1924-25 may not be passed until next October or November. In the meantime, of course, we have instructions from the Treasury to spend as little as possible. We cannot spend on the basis of an estimate which is a particularly liberal one." Further on he says: "That assent will not be given until October or November, which leaves us only about seven or eight months to carry out our programme instead of the full twelve months." That is what he says with

regard to it?—Yes. Naturally, of course, the Chief Commissioner, knowing the provisions of the Audit Act, would not launch out to increase his expenditure. Supposing his estimates this year, we will say, were about a million more than they were last year he would not launch out to spend a portion of that additional million in the first few months of the year until he was sure that the Government was able to provide him with all that money and that the estimates would be passed without reduction. Otherwise, of course, if the Government desired our revenue estimate to be curtailed, he would find himself then in the position of having spent an undue proportion of the money made available in the first few months of the year. That is, assuming he would not be able to obtain this extra amount of money asked for.

342. He will be asking for what the branch asked for or something that he had reduced it by, and it looks from what he says that there is a real difficulty as between July and October?—There is only this difficulty, that as I said, the provisions of the Audit Act will only allow him to spend in the first three months of the year on the basis of the previous year, and if the Commissioner proposes to spend more next year he will naturally feel, I suppose, a bit diffident about going ahead with his programme until he was sure that the Government was going to present his estimates to Parliament in the manner in which he submitted them.

343. Apparently that is what happens, and then between October and next June there is no time for the department to spend the money they have asked for and which has been voted?—That may be so.

344. You do not audit the departmental accounts at all, do you?—No, only in relation to time-keeping. I send out an auditor to check the time-keeping work. I do not check the appropriation.

345. Sir VINCENT RAVEN: Would you know if there was a restriction so far as the money to be spent was concerned? You told me just now that there was no restriction on the amount of money that they could spend in the shops between July and October. Sir Sam Fay has rather suggested that, owing to not being able to spend more than the amount spent in the previous year, they might not be able to spend the full amount if it was left until the remaining months between October and the following June. I understood you to say that there was no restrictions?—What I intended to convey was that the Commissioner would possibly be diffident about going ahead with a programme of work in excess of the previous year, not knowing whether he may be requested by the Treasurer to curtail his estimates.

346. You mean he would give instructions to his Chief Mechanical Engineer that he had not to spend more than a certain amount?—I do not know what instructions he might give to the Chief Mechanical Engineer, further than that the work would proceed at the normal rate of the previous year, whereas the Chief Mechanical Engineer may be desirous of going ahead at a more rapid rate.

347. Of course, the Chief Mechanical Engineer is the best man to give us that evidence, is he not?—Yes, I should think so.

348. Sir SAM FAY: Do you communicate direct with the Treasury officials, or does it go through the Railway Commissioners?—All the important correspondence goes through the Railway Commissioners.

349. It does not go direct from your office to the Treasury?—No, except in minor matters, that is all.

350. But you draw all the cheques and so on?—Yes.

351. And send forward the demands to them for cash that is required?—Yes. That goes direct from me in all cases, and also all correspondence in respect to, say, opening advance accounts; anything in a matter of that kind goes direct from me to the Treasurer.

352. All other communications to the Treasury go through the Chief Commissioner's office?—Yes.



Witnesses—T. J. Hartigan, 8 July, and J. Fraser, 15 July, 1924.

353. Sir VINCENT RAVEN: Have the estimates ever been cut down by Parliament?—Which estimates are you speaking of, revenue or loan?

354. Revenue only?—Excepting in one instance I know of, not without the consent of the Chief Commissioner.

355. Sir SAM FAY: You do not deal with statistics, do you?—No.

355A. And you are not concerned with the number of passengers or the tonnage of goods?—No.

356. Do you check at all or give any instructions with regard to transfer from a revenue charge to capital, or *vice versa*, where a staff is transferred from one to the other?—No.

357. That would not come within your knowledge?—No.

358. If a department doing work on capital account and revenue account also transferred a considerable number of men from one to the other, that would not come within your knowledge?—No.

359. You have given us a statement with regard to repairs and renewals on permanent way and on rolling-stock, and I understand that, taking 1923, according to your books £400,856 was spent on absolute renewal of the permanent way?—Yes.

360. Do you get any details of that?—No, I have not the details of it.

361. Do you know where it is spent, the location of the relaying?—No. I do not get any details of the relaying.

362. What do you get from the branch accountant?—Just the total expenditure against the relaying each month.

363. But whether it is complete or partial, you do not know?—No, excepting that there is a return that is submitted to a committee, of which the Chief Commissioner

is chairman. The notes of that come to me. That shows the information. It is not recorded in my books in any way, though.

364. You have no knowledge of a relaying programme, or anything of that sort?—No, further than that the relaying programme is submitted to the Commissioners showing the proposed work to be carried out in each division; that is sent on through me back to the Engineer-in-Chief.

365. You mean that would be the programme for the year?—Yes.

366. Sir VINCENT RAVEN: It seems perfectly clear to me how you divided a partial renewal from a complete renewal, and if I understand it rightly a complete renewal means an entirely new machine—either a locomotive, carriage, or waggon. If it is a partial renewal, it means a new boiler, or new cylinder, or new crank axle, or something like that. But I would just like to be quite clear with regard to waggons. In my experience the life of a waggon is a certain number of years, but the wheels last probably twice the lifetime of the waggon itself. Now, supposing you are renewing the waggon and using the wheels over again, would that be a complete or a partial renewal?—I would not like to answer that question, because I really could not say from my own knowledge.

367. You see what I mean?—Yes, I understand. I do not differentiate in my books between partial and complete renewals. All I keep in my books are renewal costs and those figures—the separation from partial and complete renewals—I got from the Chief Mechanical Engineer.

368. And he will answer that question better?—Yes. I am not in a position to answer it.

(Witness retired.)

(At 11.35 a.m. the Commission adjourned.)

#### SIXTH DAY.

TUESDAY, 15 JULY, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

#### COMMISSIONERS:

Sir SAM FAY.

Sir VINCENT L. RAVEN.

JAMES FRASER, Chief Railway Commissioner, recalled:—

369. Sir SAM FAY: I understand you would like to amplify the evidence you gave the other day, with reference to the question of the difficulty as between the end of one financial year and October in the next?—That is so, Sir Sam, and that would have some bearing, perhaps, on the evidence which was tendered by our chief accountant to you recently as amplification of his evidence in chief, *i.e.*, with regard to the expenditure debitable against our revenue. The point that I wanted to amplify was this, that each financial year, the State Treasurer has to make his own financial statement of the probable expenditure for the whole State for that financial year, and he, quite naturally, endeavours to balance his expenditure against receipts. In that connection, as the expenditure of the Railway Department is quite a considerable portion of the total expenditure of the State, the railway expenditure is somewhat vital in the balancing of the whole, and the Treasurer naturally asks the Railway Department to keep its expenditure within such limits as will enable him to make a balance of the whole. We get a request, almost always in association with the estimates which we submit to the Treasurer, that such estimates shall be framed on the basis of the most reasonable expenditure that can be incurred in that financial year. I dare say that since you have landed here, you may have noticed in the public press a strong demand that the State

shall reduce taxation—the people of the State are insisting upon a reduction in taxation, both direct and indirect. Well, clearly if there be any reduction of taxation, either direct or indirect, it must have an effect upon consolidated revenue—*i.e.*, consolidated revenue must be reduced if taxation is reduced; and unless expenditure can be reduced to the same extent, there will be, at the end of the financial year, a State deficit of some moment. Having that in view, if the railway estimates were based on a very liberal scale—*i.e.*, if we budgeted for a very heavy expenditure to be set against our revenue, we would either have to devise some means of very substantially reducing our working expenditure, or intimate to the Treasurer that there will be a substantial deficit in regard to our operations, and that deficit, of course, could be met only out of consolidated revenue, and might also be a direct taxation of the people of the State. When I say a deficit, I mean a deficit, not on the actual working alone, but on the working, plus the interest. As I have stated, such a deficit could only be met by the taxation of the people, and the people have repeatedly stated that they are to-day over-taxed. If, therefore, we budgeted for a very liberal expenditure, knowing that that expenditure must be met by direct taxation, the Treasurer could say to us, "We, the Government, do not propose to increase taxation in order to meet any additional burden that may be imposed upon us through any deficit in regard to the operations of the railways, and you must therefore endeavour to keep your



working expenditure within such limits as will permit the revenue to cover the whole of your working expenditure, plus your interest." That is the attitude which a Government could quite properly take in view of the attitude of the people of the State to taxation. Bearing upon that, I should like to read a letter which I received at the beginning of last financial year, when our estimates had been submitted—and it is a letter similar to those that I have intimated we constantly receive from the Government at the beginning of each financial year. It is headed, "Estimates of expenditure, Consolidated Revenue Fund," and states:

The following copy of a communication, dated 23rd August, received from the Director of Finance, is forwarded for favour of attention by your Commissioners. Your draft estimates for 1923-1924 are returned herewith for favour of revision. The total estimates received from all departments exceeds the estimated revenue for the current financial year by fully £1,500,000, and it therefore becomes necessary to reduce them by that amount. The Colonial Treasurer desires that you will be so good as to give this your urgent and personal attention, and let him have your revised estimate at the earliest possible moment. It is imperative that all departmental estimates be reduced very considerably, and only essential items included.

N.B.—Your estimate of expenditure exceeds your last year's expenditure by £146,578. Owing to the increase in salaries, payment for interest, and other statutory payments, contingencies expenditure must be brought very considerably below that of last year. It will be observed that the 1922-1923 expenditure column is incomplete. Will you please have the remainder of the figures filled in against the respective items.

My point in reading this is to indicate that the State Treasurer in that year—as, indeed, in most years—finds it imperative that all departmental estimates be reduced very considerably, so that he will be able to balance his expenditure against receipts on consolidated revenue. That does not refer to loan expenditure, but to consolidated revenue. It relates purely to cost of working.

370. Sir VINCENT RAVEN: Does not he cover himself there by asking you only to reduce in non-essential?—He says, "It is imperative that all departmental estimates be reduced very considerably, and only essential items included."

371. He therefore allows you to put in everything that is essential, but asks you only to knock out non-essentials?—Quite so, but then there is the point as to what he would regard as non-essential.

372. Or, as to what you would regard as essential?—Yes, quite so. "The total estimates received from all departments exceed the estimated revenue for the current financial year by fully £1,500,000, and it therefore becomes necessary to reduce them by that amount." That is to say, that on the Governmental side a very heavy expenditure was to be incurred, and that he would take up a similar attitude to other Government departments to that which he had taken up towards our department.

373. Sir SAM FAY: The estimates of revenue would include your estimate of revenue from the railways, from two sources?—Yes.

373A. In making that estimate twelve months ahead, you are gambling on what Providence will do for you, are you not?—We are gambling on the seasons, of course. We have to do that, more or less. We may estimate at the beginning of the year that we are going to have a good wheat season, and in June or July the prospects may be quite bright, but in August or September they may become distinctly otherwise—and that was the chief point which I wanted to make; that is that if we framed out estimate of expenditure on a high scale, the expenditure and interest taken together would probably be considerably in excess of the total revenue which we would be expected to receive and would leave what we call a deficit, and that deficit would have to be made good out of consolidated revenue. The framing of estimates on a liberal basis would undoubtedly in some cases, seriously embarrass the Government, and the Government could say to us—

and quite properly from their point of view—that they do not propose to increase the burden of taxation on the people as a whole to meet any deficit arising through railway administration.

374. I believe you have an Act of Parliament under which you cannot spend beyond what you spent the previous year until after Parliament has passed the budget?—That is the Act, and that is the understanding.

375. Does that have an effect on you?—It has had a deterrent effect, obviously taken in conjunction with communications of the kind I have just read—it has a deterrent effect in connection with the mapping out of a programme of expenditure during a given year. No one in an administrative position can lay out a programme of expenditure for a whole year unless he knows that the money will be made available to spend, because if you are mapping out a programme for twelve months, you really want to begin to spend on the first day of that twelve months and continue your expenditure fairly consistently throughout that whole period. That is a thing which the Railway Department has never been able to do, either from loan, or on the working expenditure side.

376. One cannot help noticing the moneys that have not been spent, even after they have been voted. Has that been brought about by "going slow" at the commencement of the year?—To some extent it has been so, because, as indicated here, the Government asks us to make our expenditure during each month—until the estimates have been actually passed—approximate as nearly as possible to the expenditure per month in the previous year. They ask us to do that.

377. So far as they are concerned, they pass it *en bloc*—they do not deal with it departmentally like you do?—No.

378. It is a certain sum which you allocate yourself in accordance with these figures?—Yes. They sometimes, when our estimates are under review, may discuss an item of £1,000. They may spend a lot of time discussing one or two such small items, and then, after a long discussion, pass the whole of the estimates. That would be some months after they had been submitted by us to the Treasurer.

379. I do not know if you have seen those statements which Mr. Hartigan put in, with regard to the interest charged against you?—Yes, I saw those.

380. He put in two, and he is evidently of the opinion that the railways are considerably overcharged in the shape of interest. Statement "A" shows that excess interest has been paid to the amount of £424,000. That is a great deal of money. I do not think that statement "B" would be a correct view of the situation?—Probably not.

381. But, statement "A" would appear to be somewhere near the mark. I think he said that the Auditor-General, the Treasurer, and the State Statistician were, I assume, a sort of committee looking into this question. Have you any idea when they are likely to come to a conclusion?—I cannot say, definitely, though I hope it will be soon. I may say there is a good deal of foundation, in my opinion, for Mr. Hartigan's belief that we have been charged too much interest for some years past. I may point out that the Government Statistician, on page 72 of the Statesmen's Year Book, states that the public debt (proper) on the 30th June, 1923, was £183,571,556, which includes the Railways and Tramways, and everything else debitable against the public debt proper. A note on the same page gives the total amount of interest due on the above debt as £8,535,650. That £8,535,650 is obviously considerably less than 5 per cent., because 5 per cent. on £183,571,556 would be somewhat over £9,000,000 per annum; and this £8,535,650 comes very near to the 4·8 which I mentioned just now in conversation (a conversation which, by direction, was not included in this report). That would seem to support our contention, and Mr. Hartigan's calculation here, that the interest rate has been somewhat higher than might properly have been imposed upon us.



Witnesses—J. Fraser and W. H. Denneen, 15 July, 1924.

382. There was one question which I put to Mr. Hartigan when he was here, with regard to an advance for stores of something like £1,800,000. That really means, does it not, that your stores are costing you, on a 5 per cent. basis, something like £90,000 a year, and more than the figures you show, if you add interest?—Yes, but those charges have to be distributed.

383. I know that, but I mean to say, that as part of your loan you have stores amounting to £1,800,000?—It is considerably less than that now. That is about the maximum that we reached. No, I think we went a shade higher than that, but at any rate we are down now to about £1,500,000.

384. But whatever it may be, if I understand it rightly, that is an amount upon which you have to pay interest?—That is so.

385. Would not it be better to have wiped that out gradually by departmental charges?—You could never wholly wipe it out, because we have always to carry stock. I do not see how it is to be escaped. Of course it is debatable as to the amount of stock that should be carried. Stock must be carried to enable us to provide the material required from day to day and from week to week for the various departments to enable them to carry on their operations. The position is that we convert money into stock, and that stock is left lying in our stores for use from day to day. That means money.

386. If you had your own banking account, you would be in a different position—unless, of course, you had an overdraft at your bank?—Quite so—although we would still have to buy the stores and pay for them. What I have been endeavouring to do for a number of years—and with some success—is to substantially reduce the stores stock and automatically reduce the value debitable against the stores advance account, and we did on one occasion pay back £200,000 odd in reduction of that amount, and our stock to-day is relatively lower than ever before, I think. We are always trying to get our stock down to the minimum.

387. Sir VINCENT RAVEN: That means that you have got that certain amount of economy, but the economy is only shown in the interest on the money that you have got invested in stores?—Yes.

388. Sir SAM FAY: It would be an advantage if you, could ease yourself of that situation, would it not, and if you could knock out the £200,000 you could practically wipe your stores account out?—Yes.

389. You had that charge against you all the time, which you have to earn?—Yes. At this stage I should like to mention that in giving evidence here the other day my evidence clashes somewhat with the evidence given by Mr. Hartigan as to the method of check on the stores. I stated that it had been our practice—and was—to have the stores checked to some extent, though not completely, by the Traffic Auditor. Well, that was our practice until comparatively recently. I did not qualify it by saying that there had been any variation. As a matter of fact, there has been a variation recently, as indicated by Mr. Hartigan in his evidence. When the Traffic Auditor's check was unconvincing—really because it only covered a limited area—we arranged for a constant check to be made by inspectors specially appointed for that purpose, and these inspectors are checking from year's end to year's end and doing nothing else; and the check is to-day so much more thorough and so much more effective in respect of stocks carried and so forth, than formerly, that we have been able to reduce our stores advance account very substantially, as I have already indicated.

390. Who are they under?—They are under the control of the stores. The controller, when giving evidence, will be able to elaborate that point, and I think he would say that he would welcome the closest scrutiny of his work. The work in the stores is better done now than at any former period.

391. There is a great deal of stock held in the shops and various parts of the line which has not been charged out to the particular work, is not there?—Not yet.

392. They are not under his direct control, are they?—Not in all cases.

393. But they do take a periodical check of those, do they?—Yes, those are stocks that are checked constantly. We have stocks in the permanent-way branches—each division—the permanent-way stores at Goulburn, the permanent-way stores, Bathurst, and the one at Newcastle, but the one at Newcastle is directly under the control of the Comptroller himself, and that particular store at Newcastle holds the stock for all branches—that is the only one that we have so far amalgamated in that way. That is an experiment to see whether it would be successful or otherwise, and it has been so successful at Newcastle that we will probably introduce the same system at other large depots, with the object, of course, of reducing the total stocks.

WILLIAM HENRY DENNEEN, Traffic Auditor, New South Wales Government Railways and Tramways, sworn, examined:—

39. Sir SAM FAY: Your business as Traffic Auditor, so far as I am able to ascertain from your statement, is confined entirely to receipts?—Yes, I do not deal with expenditure.

395. You have to audit 572 stations, and there are 738 unattended sidings and so on attached to the stations, the accounts of which I suppose are kept at the adjoining stations?—Yes.

396. You have fifty-three refreshment-rooms to do?—Yes.

397. And all the tramway depots?—Fifteen of those, seventy-five railway institutes, and thirty horse fodder depots. I have ten inspectors to audit all these stations; they get round once a year, and oftener when it is found to be necessary.

398. How long does it take them to do a station?—It depends whether they strike any trouble at the station; two days as a rule for a big station, and smaller stations, of course, less. They are not always at work, weekdays and Sundays; they all work weekdays. They work to a roster. We have no trouble in effectively covering all these stations, refreshment-rooms, and tramway depots. I could let you have a copy of our audit inspectors' travelling roster.

399. If they do all that you say they do in your memorandum, it must take them some considerable time?—Yes. They have to travel from one station to another. Of course, you know there are 1,310 railway stations, sidings, and platforms altogether, but of course the sidings and platforms are controlled by the station. We have 572 stations. We take stock of the refreshment-rooms, whatever is in them, and the tramway depots too. There are only 300 working days a year approximately, but some of the stations are very small, and it does not take them long. We do not check the Comptroller of Stores' stock now; we only took stock and compared same with the Comptroller's ledger balances. We are checking horse fodder depots, amongst other things—contractors' accounts and the number of horses employed at certain depots, and the average price per week per horse—what it costs; that is checked on the spot. These horses are under the Existing Lines and the Construction Branches of the Railway Commissioners. The Engineer-in-Chief of each branch is responsible for the horses and the horse fodder; the staff under them purchase the horses and fodder subject to Commissioners' approval. I believe a great many of these fodder accounts are contracts; that does not come under me; the Comptroller of Stores deals with contracts. Of course, he buys in the cheapest market.



400. I see somebody gives a certificate here as storeman. Whose certificate would that be—would that be your officer?—(Looks at document.) That would be signed by the officer in charge of the depot.

401. You have a considerable number of errors at your stations, I notice?—Yes, I think they are decreasing. A good many of them are in classification, goods and live stock too—the usual errors inseparable from accounting between one station and another. Very little indeed of that represents cash as between the Commissioners and the public; it is more of adjustment between stations. That large amount of £112,000 is something we do not allow the stations to deal with; it is personally certified by the Traffic Auditor. That is not a discrepancy; those are actual payments for rebates.

402. Looking at the headings, it would rather look as if it was some error on the part of somebody?—No. Those are rebates paid to the public, £112,000. There has been no mistake made by anybody there. It is on goods, flour, fodder, seed wheat, and so on.

403. Take the amount of £37,000 shown on your abstract; is that an actual discrepancy?—Oh, no, that would be an adjustment between two stations, not an actual discrepancy at all.

404. The heading says, "Discrepancies discovered"?—They are mere adjustments. Those are the result of our examination in the office, between the two station accounts. I mean that one station took a debit that the other should have had, and sometimes a station might get a consignment of goods uninvoiced, and of course, the public wanting them, they would have to deliver, and the sending station might invoice later on.

405. There is a discrepancy if there was a failure to invoice?—Yes, but the invoice is delayed in transit very often.

406. At any rate, those are simply adjustments; they do not mean cash?—They do not mean cash.

407. Will you let us have the roster of the travelling auditors or inspectors, because I really do not see how ten men could adequately cover all these stations?—Some of our stations are very small, it does not take very long. With regard to the refreshment-room accounts, we actually take stock there of what they have in hand. I have nothing whatever to do with the purchase price, nothing concerning expenditure—that is altogether outside my purview, it would come under the refreshment-room manager.

(Witness retired.)

PERCIVAL SYDNEY HUNT, Estate Agent and Refreshment-room Manager, New South Wales Government Railways, sworn, examined, as under:—

408. Sir SAM FAY: I see you estimate the value of the real estate of the Commissioners at £5,433,563?—Yes. That refers practically to the unimproved value of the land, plus the value of our letting properties. It would include the running line. It does not represent what the land actually cost, but what is considered the present market value, unimproved. You can give a market value to a line of railway if the line was removed. The figure has been closely scrutinised, inasmuch as it is made up of all the assessments of all the shires and municipalities throughout the State; that is the figure on which we are assessed. They assess us on the value of the land, not on the value of the traffic; we are charged on the unimproved capital value. That is the general rating principle in New South Wales, the unimproved capital value. That is assuming the land is cleared of everything. That is represented by that figure, £4,125,000, the £5,000,000 is an addition on account of the improvements on letting properties. The rents received represent improved properties or grazing areas or cultivation areas, outside the specific railway occupation.

409. I see that according to this, that gives you 2½ per cent. on your estimated value?—Yes, about that. Of course, I would like to point out that a large amount of that £5,000,000 represents city property, property in Sydney, houses, and so on. We have some pretty valuable property in Sydney in the shape of houses and so on. The bookstall rents are rents assessed; we invite tenders every two or three years, as the case may be, and the highest tender is generally accepted. It is a dead rent, absolutely net. There has not been very much competition for previous years, but there was last time, for the first time for several years. Previous to the war there was competition, but during the whole term of the war there was no competition at all. Last time we had another big firm, Dymock's, which came very close; we are calling tenders at the end of this year, and I believe there will be half a dozen at least in for it. The last tender was for three years.

410. You refer here to surplus lands available after construction is completed, and you say the Estate Agent is responsible for intelligently dealing therewith. Do you mean by re-sale?—Yes. The figure of £63,000 for 1923 would not actually represent cash received; most of our land is sold on time-payment. But it would represent the capital obtained, allowing for time-payment sales; that is the amount we would receive on time-payment. That is actual surplus land sold. When a new railway is made I buy the land—we first resume, in nine cases out of ten, but if there is any possible opportunity of private purchase prior to resumption we effect it. I control the whole of the acquisition, either by resumption or private purchase. By resumption I simply mean that a railway is proposed to be constructed, which covers so many miles of country, so many acres of land, and we simply make a general notification, covering the whole acquisition by the Crown. In a great many cases it would cost nothing so far as country lands are concerned, because betterment applies; such betterment does not apply in Sydney. We do resume in Sydney, but it may be accepted that in every instance payment has to be made. Such liability always applies except where betterment from construction work can be established. There is no fixed rate. Ninety-nine times out of one hundred it is amicably settled, or it goes to arbitration before the Court; I do not think I have had a case for the last three years.

411. You are responsible for the refreshment-rooms as well, are you not?—Yes.

412. You buy all the various stores required—by contract?—I endeavour to buy by contract as far as I possibly can, but there are certain proprietary lines in regard to which there is no advantage in entering into a contract—you have to deal direct with particular firms. The contracts are by tender, advertised, and there is very strong competition. The tenders are sent to the secretary to the Commissioners.

413. You are returning on the estimated or actual amount of money invested in your refreshment-rooms, 5 per cent.?—I cover myself in the first instance with the recognised interest on capital, which is a little over 5 per cent.; that is to say, I am returning very nearly 10 per cent. on my working, exclusive of interest on capital. I allow depreciation on buildings, 2 per cent. on brick and 5 per cent. on weatherboard, and 7 per cent. on stock. Last year the depreciation I allowed on buildings was just on £4,000 and on equipment nearly £7,000. On top of that, of course, I also pay all maintenance charges and everything else. On equipment, furniture, &c., I allow 7 per cent. depreciation.

414. After doing that, you return on the actual working about 14 per cent., and after you have paid 5 per cent. interest you have got a clear 9 per cent.?—Yes. Of course, my balance-sheet is not altogether on the same basis as an ordinary company balance-sheet; an ordinary company would have a certain capital, say, £200,000, and if it had a profit of £20,000, they would call that 10 per cent.; but



Witnesses—P. S. Hunt and C. B. Byles, 15 July, 1924.

before I declare a profit I cover the department for the interest on the capital involved, and then declare a net profit on top of that.

415. Sir VINCENT RAVEN: Have you anything to do with advertisements?—No. They are run by a separate branch, the advertising branch.

416. Sir SAM FAY: He puts up advertisements in your refreshment-rooms, I suppose?—No, he does not; I have no advertisements in my refreshment-rooms at all, none whatever—except perhaps a minor line, such as advertising Capstan cigarettes or some popular thing of that kind, and that is all under my own personal control. I do not have any advertising either inside or outside the refreshment-rooms.

417. Sir VINCENT RAVEN: You charge interest on all the equipment you have, I suppose?—Yes. As a matter of fact, the stock goes into my capital account, which totals about £275,000.

(Witness retired.)

(At this stage the Commission adjourned until 2.30 p.m.)

2.30 p.m.

CYRIL BEUZEVILLE BYLES, Signal Engineer, New South Wales Government Railways, declared:—

418. Sir SAM FAY: I understand that you have a mechanical assistant attached to your department as well as an electrical assistant?—Yes, for the outdoor work.

419. Do you consider it necessary to have two men for signalling?—I think so, because their sphere of work is entirely separate. One looks after the installation and maintenance of the mechanical signalling and interlocking work, and the other deals entirely with electrical matters which, of course, include block-working and staff and tablet-working, and so on, in connection with which there is an enormous quantity of detail. Quite apart from that, up to the present I have not been able to come across a man who can perform the dual functions, even if the extent of the work permitted him to do so.

420. But it is all signalling?—Yes, in the broad sense, but not in the narrower sense, because until quite recently block-working and telephones and work of that description was not regarded as signalling.

421. But you combine both?—Yes.

422. And your district inspectors combine both?—Yes, but it is only after a considerable evolutionary process that I have been able to get the men to do both. It was only after a considerable amount of training, and only quite recently that I have been successful in obtaining men to combine them.

423. But if you have an assistant, be he a mechanical engineer or be he an electrical man, would not he be able to acquire the same knowledge as you have?—Probably.

424. I am only looking at it from the point of view of expense. You cannot get two men at the same price as one, and I suppose each of them has assistants or clerks?—No, the mechanical man has nobody, being entirely by himself. The electrical man has two technical assistants and a clerk. The detail that has to be dealt with in his office is very much greater than in the other case.

425. But when you come back to it, it is all a question of the theory of signalling and the appliances necessary to operate your signals, whether mechanical or electrical?—Yes. I think ultimately the thing might be combined, but from the point of view of expense it would make very little difference, because a joint man would need to have at least two similar men under him.

426. Apparently there is a certain amount of division of the same class of work between yourself and the Chief Electrical Engineer?—Only to a very very limited extent.

427. The Chief Electrical Engineer maintains certain telephone circuits, and so on, and he maintains throughout the line certain instruments?—In the country he maintains telegraph instruments. He maintains the telephones from Sydney to Newcastle, and on the South Coast line, and in the suburban area.

428. Is there any particular reason for that?—No, it has simply arisen by the process of evolution. He used to maintain the whole lot, but I have gradually taken over first one thing and then another.

429. Is there any reason why you could not take the lot?—Not from my point of view.

430. He maintains the Morse instruments throughout the whole system?—Yes. From his point of view, he considered it better to retain the control of those.

431. Does it not mean that he must have a certain number of men travelling about the whole system to look after those instruments?—Yes.

432. And you have a certain number of men travelling about looking after other instruments side by side with the Morse?—Yes, but the Morse is relatively a very small matter.

433. And he maintains the batteries?—Yes, the Morse batteries.

434. Side by side with your batteries?—That is so.

435. When you come to your power supply, is the Chief Electrical Engineer responsible for that?—He generates the power and transmits it.

436. And you take on from the transformer?—That is so.

437. He does not go beyond that?—Not on the signalling mains.

438. You state at page 6 of your memorandum—"In the country districts it is not practicable to make the maintenance districts for mechanical and electrical work co-terminal, as the latter usually embraces a much larger area than the former, hence the maintenance of the mechanical and electrical work is placed under two separate men, known as signal sectionman and railway electrician respectively." What do you mean exactly by that; do you mean that there is too little work on the electrical side to justify the making of the areas exactly the same?—Yes, that is what it amounts to in the country. The railway electrician can cover a very much larger geographical area than the signal section man, but there are exceptions. With a great number of automatic signals he may maintain about the same area, or even less, but for various reasons it has been found impracticable to make them the same.

439. Still you have your electrical inspector?—No, this refers entirely to the maintainers. They are under one inspector.

440. Assuming that you took over the maintenance of the Morse instruments, would not that come under the electrical staff?—It would come under the electrical maintainer, whom we call the railway electrician.

441. If you had it instead of the Chief Electrical Engineer, would you put that under him?—Yes, it would be added to the rest of his work.

442. I see that in some cases of automatic signalling you take over the responsibility for signal lighting, and in other cases you do not. Who looks after the signal lighting where you do not do it?—The traffic do it themselves. At a country station where they have a staff it obviously pays to use their staff, because they probably have a fair amount of spare time.

443. What sort of lighting have you?—There is a considerable area lighted electrically in Sydney and one or two country centres. Wherever we can get power we are considering electrical lighting, but for the rest it is kerosene oil, long-burning lamps—seven days.

444. Do you get longer than seven days out of them?—I have never attempted to, but I do not think we could satisfactorily.

445. On page 8 of your memorandum you refer to new works. Are you doing that on behalf of the Engineer for New Works under the Construction Department?—Upon existing lines, new works are carried out by the Engineer-in-Chief for Existing Lines. Upon new railways they are carried out by the Chief Engineer for Railway Construction. In both cases the signalling work is carried out by me. There is a separate estimate for



the signalling work, and this, in either case, is included in the amount authorised for the work as a whole.

446. And that is charged to the cost of construction?—Yes, as part of the cost of construction on loan account.

447. Have you an accountant?—Yes.

448. Does he allocate to construction work the necessary proportion cost of your department?—Yes, the actual cost of the signalling done for that particular work.

449. Take the line from Molong to Dubbo, would he charge on construction account simply the cost of the work on the ground?—That is practically what it amounts to, and the cost of supervision of the men actually engaged in constructing the work.

450. He would not charge to that account anything in the shape of office expenses or headquarters expenses?—No, only the cost of the supervision on the ground.

451. I suppose you are doing a very great deal of work in connection with the new City railway?—We are contemplating a good deal, but there is no actual work done in connection with it at present.

452. What sort of signalling do you contemplate putting in on that underground line?—Of course, it would be automatic signalling, and with colour light signals.

453. What type of automatic?—Electrical automatic, except that I propose to work the train stops, and possibly the interlockings, with electro-pneumatic. Experience has shown that the electro-pneumatic is less costly to maintain, but the chief reason is that we have plenty of air pressure available, and that being so, it is more economical to use it.

454. From where do you get your air pressure?—I have a large compressor plant just outside the station at Redfern. That handles the whole of the Sydney yard installation, and the suburban automatic signals out as far as Sydenham in one direction and Ashfield in another. It would be quite a simple matter to make use of that air supply for the City railway.

455. Do you think you have sufficient power there to deal with the City railway with comfort?—I think ample, but the air requirements on the City railway would be relatively small. The signals would necessarily be entirely electrical; there would be no moving parts at all. Practically the only air supply necessary would be for the train-stops and the small interlocking.

456. You think that the electro-pneumatic signalling taken over a number of yards is less costly to maintain than wholly electrical?—Everything depends on the air supply, and in this case we have the air supply. If I were starting *de novo* I would hardly contemplate putting down an air supply, but having got it, I think the electro-pneumatic is certainly more easily maintained, and gives rise to fewer failures.

457. Is it not really a question of the depreciation of the pipes where you have the pneumatic installation?—It was installed in the Sydney yard about 1910, and we have never had any case of air-pipes having to be renewed. The only thing that has to be renewed is the indiarubber connection, but the pipes themselves have never been renewed. We have never had any failures with them.

458. How long do you reckon they will last?—I should not like to say, but I think a great many years. A great proportion of them are run overground, where they can have attention if necessary, although we do very little to them, except a coating of tar. They are steam pipes, mains 2 inches and sub-mains about  $\frac{1}{2}$  inch. This is the result of a conversion which has been going on for years. Had I been asked my opinion ten or twelve years ago I should have said that I would not put down any more electro-pneumatic, but the experience of those years has shown that it gives less trouble.

459. Is it as easy to get at as an electrical installation?—The mechanisms are so simple, there being nothing but a cylinder in the piston. The only feature of the electro-pneumatic which is at all liable to cause trouble

is the leather in the pistons. If we do not watch them carefully they will perish and blow out occasionally.

460. You have electrical power and you have pneumatic power to keep going all the time?—Yes.

461. If you were starting *de novo*, you would put in electro-pneumatic in the City yards?—I think I should hesitate before putting in work like that if I had to build up the whole thing from the beginning.

462. You are going in for a city railway with very heavy traffic on it, and you are proposing to continue a system which must mean the production of two powers, and I assume that having done that, you would continue it under the electrified suburban lines?—Not beyond the limits to which it goes now.

463. Are not the electrified lines going out about 30 miles?—Yes, ultimately, I suppose, but I would not think of extending the electro-pneumatic to that distance from Sydney. I went into this matter some years ago, and I found that the cost for electro-pneumatic was practically prohibitive in comparison with all-electric, but that does not apply in a restricted area, and particularly where we are already committed to keeping it going for a number of years, as in Sydney yard. Making a complete upheaval in Sydney yard could not be thought of. Having got it, and having to maintain it, my idea is to make the best possible use of it.

464. You have electro-pneumatic signalling for the whole of your Sydney yard?—It is now, and has been since 1910. The recent change consisted of installing an entirely new locking-frame, fitted up to receive the functions of track locking. The old system made no provision for track locking. We had to go in for track circuit, which we had not before the recent change, except to a very limited extent.

465. Having got it, you think you should continue it—this is a costly thing, and I want to know whether you are right?—The whole cost resolves itself into one of mains, but we have the air practically as a free gift.

466. Oh, no, you have not?—It can really be calculated in units of current. Then there is another point that I should like to mention. In my present shops I also take advantage of the air pressure to work what were steam-hammers. When the shops go away the steam-hammers will go too, and I shall have that reserve of air, which can be usefully employed. It has to be produced, but the plant is there and its maintenance has to be paid for.

467. Sir VINCENT RAVEN: I gather that you have more chance of failure with the electric than with the electro-pneumatic. Is that on account of the dampness getting into the electric, getting shorts or something of that kind?—I should like to make that statement quite broadly. Generally speaking, I feel more comfortable in the maintenance of the electro-pneumatic than the electric, and I think the answer is that the electrical apparatus required in connection with the working of points and signals is necessarily of a complicated character, because you have to convert a rotary movement into the thrust, but in the electro-pneumatic you have the thrust all ready. In other words, the electro-pneumatic is so much more simple, and there is less complication to get out of order.

468. I have never discovered any particular reason for the electric apparatus getting out of order?—I know the modern apparatus is very high-class and gives comparatively little trouble, but obviously there are more points at which failure can occur than is the case with the electro-pneumatic.

469. Of course with the pneumatic you have to be very careful, in regard to keeping everything tight, and if it is not tight your power has gone?—Since I came here I have only known one serious breakdown due to failure of air, and that is when a 2-inch main blew out at the coupling.

470. That may be so, but I fail to see why there should be more liability to failure with the electric system if it is looked after in the same way?—I make the statement quite broadly. That seems to be our experience.



Witness—C. B. Byles, 15 July, 1924.

471. Apparently you have had a fairly long experience with the electro-pneumatic, but what experience have you had with the electric?—The first electric installation was put in here a little over ten years ago, but not at Sydney. The plant was comparatively large; there were about sixty levers and seven junctions. It is at Flemington, which is the nest of junctions off the main line about 8 miles out of Sydney.

472. And you have had a good deal of trouble with them?—No, I do not wish to convey that impression at all. I am merely saying that, all things being considered, and taking into consideration particularly the conditions which will apply on the city railway, I should feel happier with an electro-pneumatic installation than I should with an electric.

473. Have you gone into the cost of one as compared with the other?—Not so far as the city railway is concerned, though I have on the main suburban line.

474. Who decides upon the position of signals?—The signals are shown on a plan which is signed by the officers and submitted to the Commissioners. This plan is prepared by me, of course, and having been prepared is sent round for signature by all the officers concerned, and is finally approved by the Commissioners.

475. It is a joint agreement?—Yes, to that extent, but of course it emanates from me.

476. What I am really desirous of knowing is whether the people who use these—after all you do not use them because they are for the purpose of the safety of the people who are using the railway—have the right of approval or disapproval of the positions which you apparently fix on your plan, and to what extent?—It rests with the Chief Traffic Manager, of course, if he does not approve of the arrangements shown on the plan, to say so.

477. What part does the Chief Mechanical Engineer take in it?—In connection with the plan.

478. It is an agreed plan?—Certainly.

479. It is agreed between the traffic and the locomotive and yourself, that is the position of the signals?—Yes.

480. Sir SAM FAY: Your accountant apparently is responsible for the stores?—The stores under my control.

481. He has a storekeeper under him?—Yes.

482. The accountant has?—Yes.

483. Have you very much really in the shape of stores that are not actually charged out to your branch?—I am afraid I do not quite follow you.

484. You have a certain number of stores under your control; have they all been charged out to work which you do?—Oh, no! All the stock in my stores is in the trust stock account, and I can only touch that material by ultimately giving a requisition to the Comptroller of Stores.

485. But still it is all under your control?—It is under my control, but it is not charged to any particular job; it is actually in trust stock.

486. So that until you give in some shape or another a form stating that you have taken so much stuff it is assumed that that stuff is in the possession of the Commissioners?—That is so. It is not only assumed, but it is checked at intervals.

487. Who checks it?—There is a yearly stocktaking under the Comptroller of Stores; his men come round and take stock.

488. Of all the stores which have not been actually charged out to work which you do?—That is so. If it is once charged out to work he has no further connection with it. We aim at never charging material out until it is actually required.

489. What is the system of your automatic signalling;—is it normally clear or danger?—On straight-out automatic sections it is normally clear, in the interlocking areas it is danger.

490. You work automatically clear for signals which are not adjacent to stations?—That is the case, with one or two exceptions, for other reasons altogether. For instance, on a single line, on the Molong-Dubbo, we found

it simplified the circuits to make the signals all at normally danger.

491. I notice some of your single-line stations have two outer distics; was there any particular reason for that?—We call them an outer and an inner distant. Do you refer to one following the other?

492. I refer to two distant signals on the same post?—There are very few cases of that kind.

493. What is the idea?—That came about in this way. We declined to give a distant signal for a turnout unless it shows by its form that it is a turnout. In that particular case, I think, probably you are thinking of a place called Duri, on the northern line. The platform is on the turnout, and we give the splitting distics, in order that the driver, in coming to the turnout, may not be unduly checked, but we have done it only in exceptional cases.

494. Is that because the leads are too short to run through at speed?—Yes, that is so.

495. You are a little bit afraid of it?—Yes. I would not say we are afraid of it, but it is a place where speed should be restricted.

496. I did not quite follow why you had the two?—It is a very, very rare thing. I do not think we shall do many more like that.

497. The Molong-Dubbo single line is about 80 miles?—About 80.

498. How many stations on it?—There are four passenger stations.

499. Are they spaced with a view to through running without delay?—The way we have dealt with that is that there are the four stations which are used for traffic purposes, and intermediate between each of the stations is a crossing loop which will be unattended, the object being to space the whole line about equal.

500. What do you mean, in distance?—In time, in running time.

501. They are spaced with regard to time and not distance?—Yes, we have endeavoured to give a headway of about 20 minutes for goods trains.

502. That is to say where you get a rising gradient in the one direction and a falling gradient in the other, the spacing is on time and not on distance?—Yes, that is what we have endeavoured to do. That is subject to the question of the best place to put the crossing loops.

503. What was your estimate of the automatic signalling of that railway?—I have not it in mind, but I could give you the figures.

504. What would have been the ordinary cost of working?—An estimate of manual signalling was prepared, and an estimate of the automatic signalling, and we then calculated the saving in traffic staff that there would be if the automatic signalling was put in, and we set off one against the other, and the net result showed a very considerable saving in favour of automatic signalling.

505. What staff do you get rid of at a station?—At all these unattended loops there would be no staff at all, whereas, of course, if it had been manual signalling there would have to be a staff, and at the stations they will only require to be on duty when it is actually necessary for traffic purposes or for crossings.

506. How many crossing loops have you got?—Five crossing loops.

507. In the 80 miles?—Yes, apart from the four stations, that is nine places where crossings can be effected.

508. Is there any control of the running of those trains?—Yes, at the middle station, which is known as Yeoval, we are going to station a traffic controller, who will have at his disposal a selective telephone system throughout the whole of the line, and he will control the whole of the running. We propose to give the drivers of all trains entering on the section a crossing order card, giving them where they may expect to have to cross, and the controller may change the places of crossing if he wishes by communicating with the drivers afterwards.



509. What is the real object of automatically signalling that length of line. According to your time-table there are only ten ordinary trains in one direction and seven in the other. It is a costly process signalling automatically?

It was all worked out on the basis of what would be required to handle the traffic if it had been done manually.

510. You have not finished the work, I suppose, have you?—No.

511. Could you give us your estimate for automatic signalling as against the manual?—Yes, I could give you a statement I prepared for the Commissioners, showing how the saving would be effected.

512. Is it anticipated that there would be many more trains than the ordinary trains shown on the time-table?—That is a question which I should perhaps leave to Mr. Hodgson to answer, but no doubt that was taken into consideration. He told me what headway he wanted, and I laid out the signalling accordingly.

513. I am assuming that the object of the line is to take the traffic from the existing road, that has heavy gradients, over to this new railway, which is running parallel to it?—Yes, and incidentally to open up some new country.

514. Transferring the trains you have on that existing railway over on to the new one?—Yes.

515. And there are only ten one way and seven another?—Yes.

516. It does seem a very thin traffic to justify automatic signalling and provisional loops, and so on?—Might I suggest you ask Mr. Hodgson on that point.

517. But if you would give us your costs we should be glad?—Yes.

518. What was your estimate for the pneumatic-electric signalling in Sydney yard—This latest job?

519. Yes?—I cannot give you the exact figure from memory. It is rather a misleading figure, because it is something which is grafted on to the old system; it was not for a brand new system.

520. Whatever it was, it cost a certain sum of money?—Yes, I can give you exactly what it did cost.

521. Was your estimate anywhere near the actual figure?—No, it was not, it was very much below. There were so many contingencies arose in carrying it out.

522. You were a wise estimator?—No; the estimate was much below the cost of the work.

523. I thought it was the other way?—No.

524. What part of the work, that is, the appliances, did you manufacture in your shop?—Of the new work?

525. Yes?—The whole of the interlocking machine; that was really the biggest job, and the additional shunting signals, which are now electric, the small ground signals, which are worked electrically.

526. All that work you manufactured in your shops?—Yes.

527. You did buy a good deal of it outside, did you not?—What I had chiefly to buy were the alternating current relays, which we have not succeeded in manufacturing yet. We have been preparing for electrification by installing the track circuit alternating current instead of direct current, and the large number of alternating current relays which we use really were all imported, with the exception of a few we obtained from Melbourne.

528. Are those things patented?—No.

529. You can buy them anywhere?—Yes. We are now getting very good alternating current relays from McKenzie and Holland, who manufacture them in Melbourne.

530. Was that the principal part of the things that you bought outside?—I think it was, in money.

531. Have you a running contract for any of these things?—No, we have only a running contract for things like insulated wire, but for special articles we call for tenders each time.

532. Do you have to pay any patent fees for those things you are manufacturing?—Not now. The only things that we ever paid any fees on were the block instruments, on which we paid for a short time, and an

electric signal reverser, which we use now, but for which we no longer do so. I think I am right in saying that we have not a single article that we pay fees on now.

533. All the things you buy are in the open market?—Yes, and the large majority have been developed in my own place, and therefore there is no question of patents.

534. You claim that your signalling system, that is the indications of the state of the line and so on, the signal arms and quadrants and so on, are very simple. You have rather departed from the semaphore, have you not, with regard to your electrified lines?—The only departure from the semaphore is in the adoption of the daylight colour signal, which has only been adopted to a very small extent.

535. I thought you had departed from it in other directions?—No, I think not.

536. It is only in your daylight colour signal?—Yes.

537. There are no indications apart from the red and the green lights?—No, none whatever. They give by day exactly the same indications which a semaphore gives at night. I cannot think of any departure.

538. You will agree that, from the driver's point of view, the simple thing is the best thing?—I do, indeed, and that is what I always aim at.

539. (Plans produced): What are these things?—Those are the old pattern independent discs which turn round.

540. On the ground?—Yes. They were in almost universal use when I came here, but we are gradually getting rid of those in favour of the dwarf signals. The dwarf signal has exactly the same indication as the high signal. Those discs are disappearing.

541. You did not say in your report that they were disappearing?—Yes, I think I did, but for many years they will still be there.

542. We may take it then, may we, that all your signals now are in that shape, whether they are for shunting, wrong-road signals, or anything else?—They will be, but they are not now, because many of these turn-round discs do exist, but they will be done away with as the process proceeds.

543. What are these?—They are glass-enclosed electric signals. They are all still carrying out the semaphore idea. They turn up and down. In this case they turn up. This particular one here is for a turn-out.

544. It is a ground signal?—No, that is on the same bridge that carries the main semaphore. We use this at complicated junctions where we do not want to multiply the number of arms in the way of bracket signals. The main road is given by that semaphore, and if the turn-out road is set this small arm also assumes the upper quadrant and the letter indicating the road appears there.

545. What happens to that?—That still remains in the stop position. This particular one was devised for the Illawarra junction, near Sydney, as formerly there were four arms in a row, and now you merely get the main arm with its light and the turn-out arm.

546. What is the turn-out?—I mean the slow-speed junction—the turn-out from the main line.

547. Would not that have been equally well met by a semaphore in that shape on this same post?—What, underneath it?

548. Yes?—No, that would be absolutely contrary to modern practice. That is the very thing I have been endeavouring to get rid of—the old method of having a branch signal on a lower arm on the same post, because we found it was confusing, and not only so, it interferes with this light. The standard principle is that the two lights are used in combination to give the caution or the all-clear position. If you have an arm with a junction signal underneath there you immediately arrive at the position that you have two red lights at night, meaning two different things.

549. I dare say your drivers, when they have to run to these signals, get acquainted with them, but there is a



Witness—C. B. Byles, 15 July, 1924.

great value, I think you will admit, in having the same shape of signal for all things?—That is so, and that is the very thing I am aiming at. I pride myself that a driver who has never been over the line before can read the signals with perfect ease, and particularly that is so at night when the conditions are most difficult, as he always finds the same lights meaning the same thing.

550. Those are your daylight signals?—Those are the daylight colour signals, and there again there is exactly the same indication.

551. What is your indication there for your turn-out?—We should have the same thing at the side for the turn-out in that case, and then the colour signals would take the place of those semaphores.

552. These daylight signals you would apply throughout the whole of the city railway?—Oh, certainly, in the tunnel.

553. You have the same form for siding and shunting movements in your electric zone?—These are where electric power is available.

554. Have you ever had any trouble with drivers running by these signals?—Never to my knowledge. The drivers like them very much. Of course, they are only for short range, for shunting movements.

555. Sir VINCENT RAVEN: Are these daylight signals more expensive than the others?—No, on the contrary they are cheaper. The current consumption is very small. In practice, even in the electrically-lighted areas, we keep the lights going practically always, except just in the areas of interlocking, because it does not pay to switch them out.

556. If it is cheaper, why do you not carry it out on the road wherever you have electric light?—I think it will come to that. It is quite a new feature, the daylight colour signal.

557. You mean here?—Or anywhere.

558. I beg your pardon, it has been for years and years over in America. I saw it there fifteen years ago.

559. Sir SAM FAY: This is in duplicate, I suppose, as far as the lights are concerned?—No, we do not usually put in a spare lamp.

560. What happens when one goes out?—There are two filaments. The lamps are double filaments, but they are under run, that is to say, we have a voltage less than the rate of the lamp so that the burnouts are very very rare.

561. At page 19 you say, with regard to your material required, that the District Inspectors issue requisitions for materials they they require, and this, after being countersigned by the supervising officer—who is the supervising officer?—That is the outdoor assistant to whom you referred at the beginning of my examination.

562. It comes back to your outdoor assistant?—It comes to him and he approves it.

563. All the block instruments are manufactured in the Chief Electrical Engineer's workshop?—Yes.

564. Then the staff instruments are manufactured in your shop up to a certain point, and then you send them over to the Chief Electrical Engineer and he finishes them?—He does the coils and the electrical parts. If you wish for a description of Sydney yard I have it here.

565. No, I do not want a description of the yard. What I asked for was your estimate and what it has actually cost?—I have taken a note of that.

566. Sir VINCENT RAVEN: We have not had an opportunity yet of having a look at your workshops, but I understand you have some?—That is so.

567. They are close into Sydney, are they not?—Yes. One is in Sydney yard and another one is just at the back of the station at Eveleigh, and the concrete works are out at Auburn, about 10 miles out.

568. And do you propose to transfer your shops to another place which I have not had an opportunity of looking at. They are going to put down other large manufacturing shops at Chullora?—Yes.

569. When you go there are you going to be as self-contained as you are at present?—Practically, with the exception that it is intended to put up a large central foundry there which will serve the shops all round.

570. You do not propose to do any foundry work?—Not ironfoundry work.

571. Why brass foundry work?—Of course, that is a very small matter, the brass foundry, and I have a great demand for small brass castings, and probably we can do them more cheaply or quite as cheaply as in a central foundry.

572. Do you not believe in centralising similar work?—On general principles, but my experience of obtaining castings from a central foundry has not been very happy in the past.

573. You would always have a cost given you, supposing you were ordering your brass castings from the Chief Mechanical Engineer; he would give you a cost?—Yes.

574. And if you could do them cheaper outside you would question that cost?—The difficulty has not been in getting the cost, but the material.

575. He would not supply you?—There would always be a difficulty. My stuff is always very very small, and a large foundry does not care for small stuff. My average article cast is about 15 lb.; the very heaviest article I have does not exceed 2 cwt.

576. Well, I would not call that small?—It is for a loco. foundry.

577. Oh, yes, the average, but there is plenty of work which is very much smaller than that?—I have things down to half a pound.

578. But the point is that they can do the work, and if it was done at one central place it would be more economical than having it done at separate places?—Yes, as I have said, that is the ultimate idea, and the Commissioners intend to do that ultimately.

579. You led me to believe that, so far as the brass castings were concerned, that they did not intend to do it?—I do not think so. It has never come under review.

580. I thought you said simply the metal?—Simply the iron castings; that is, as far as I know. Perhaps you know the Baby Schwartz furnace; and it is a very economical arrangement, and there are really no overhead charges there which need to be distributed. I am doing brass castings for about 1s. 3d. per lb.

581. I am not talking about any particular method or any particular cost, except the centralising of this work?—The Commissioners fully intend to do that, I know; the Chief Commissioner has spoken to me several times about it.

582. All foundry work?—Yes.

583. Is there any reason to wait until you get to these new works?—The central foundry does not exist at the present moment.

584. You have a much larger foundry than they can find full work for even at the present moment?—If that is so, I suppose they could handle our stuff. I used to get a good deal from Eveleigh at one time.

585. But they have increased their foundry very considerably in quite recent years so they tell me?—Yes.

586. With regard to the pattern-making and woodwork does not the same apply?—Of course the pattern-making has to be kept in close association with the drawing office; and the pattern work has been specialised in for so many years, the men are well accustomed to our type of work, and I should anticipate great inconvenience from having to be dependent on other people for pattern-making.

587. Is that purely sentimental?—No, I am afraid it would be quite the reverse of sentimental if the actual thing came about.

588. You do not mean to say that if you give the drawings, and you give the order, that they cannot do it quite as well as you can do it in your shops?—Oh, I suppose they could.



Witnesses—C. B. Byles, 15 July, and C. A. Hodgson, 16 July, 1924.

589. Then it is rather sentimental having it done under your own eye?—And there is the question of convenience. Everybody likes to be able to control their own work, because you can get at the man who is to blame then.

590. I know so much about that; that is why I am asking these questions. Everybody likes to do their own work themselves?—Yes.

591. But that is not saying, given the full drawings and the specifications of what you want doing, that it should not be done equally well by another competent person?—I suppose so.

592. And centralisation do you agree is economy?—I suppose it is; it must be up to a point.

593. How many men do you employ now in your works?—About 400, roughly, in the shops altogether. Would you like me to give you the actual figure? The workshops wages staff is 451.

594. When you all get together at Chullora, would you feel inclined to raise objection to centralisation of a good deal of this work? There is tinsmith work, and surely your tinsmith work could be done in the shop where they employ ten times as many men as you employ?—Of course it is a very difficult question to answer.

595. I only wanted to get at this, whether you had in mind any particular reason why it should not be done at a central works by, of course, competent people?—Perhaps I can only answer it in this way: I have had experience of both systems; I have had experience of having to be dependent on other people for my supplies, and I now have the experience of having them all under my own hand, and naturally I should regret having to go back to any system where I should be dependent upon others, having suffered so much from it in the past.

596. Sir SAM FAY: Would you be kind enough to send us in the information with regard to your estimates for Sydney, and your Molong-Dubbo line?—Yes.

597. Sir VINCENT RAVEN: In connection with a new line which is really opened out for pioneering purposes,

and is going to have very little traffic over it to begin with, do you equip that with a cheaper signalling arrangement than you would another line which you expect to have a large amount of traffic over it?—Yes, that is so. I have here a diagram showing the way we grade the signalling. As you will see there, the lines are graded. [Diagram produced.] This is the very simplest scheme on a surface line where there is nothing but a mixed train service.

598. Those are all hand-worked?—Yes, on the ground. We just put a single signal. Then we go a step further on more important lines, but we still work them on the ground, only providing more signals, and on a heavy main line we go further, and connect up the points to a central control.

599. Sir SAM FAY: In your simplest form you have no distant signal at all?—That is so.

600. Sir VINCENT RAVEN: I do not think we have got any costs from you other than what we get out of the half-yearly report?—I have them all here with me if you would like to see them. You mean the cost of maintenance and capital expenditure?

601. Sir SAM FAY: You might send those in when you send in those other figures—The loan vote expenditure?

602. Yes; how much you have spent during the last six or seven years?—I have the statement back for about ten or twelve years.

603. Sir VINCENT RAVEN: Perhaps you would arrange to show us around your shops some day?—I should be very glad to. You would like to see them all. The show place is the season-ticket place; that is also at Redfern.

604. That is quite close?—Yes.

605. We should like to have a look at that?—Very well.

(Witness retired.)

(The Commission then adjourned.)

#### SEVENTH DAY.

WEDNESDAY, 16 JULY, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

#### COMMISSIONERS:

Sir SAM FAY.

Sir VINCENT L. RAVEN.

CHARLES AUSTEN HODGSON, Chief Traffic Manager, N.S.W. Government Railways, sworn, and examined as under—:

606. Sir SAM FAY: We want to get this evidence put into the proper form, and I think the best thing we can do is simply to put the questions to you, and you give the same answers as you gave before, provided you do not alter the context.

607. You have been here a long time, on the railways in New South Wales?—Yes, thirty-four and a half years.

608. You have seen the thing grow from a comparatively small mileage to what it is now?—Yes.

609. Has the organisation been the same throughout?—No, there have been a number of changes.

610. But it has always been centralised control from Sydney?—Yes, but for many years the line was divided up into two parts, and there was an officer in charge of each section; one was the North and West, and the other was the South and South Coast, including the metropolitan.

611. And those were under two distinct officers?—Yes. They were called Outdoor Superintendents in those days.

(Owing to defective transcript the first part of this evidence was recapitulated on 25th July, 1924.)

612. But they were under the Chief Traffic Manager?—Yes, nominally; at the same time, the Commissioners used to deal direct with them.

613. What were they called?—They were called Outdoor Superintendents.

614. Would they control their divisions?—Yes, for all traffic purposes. Of course, there were District Superintendents under them.

615. That is practically the only change that has been made?—Yes. One of the positions was abolished, and there became one outdoor superintendent, who took all the lines.

616. Practically, it has been centralised control?—Yes.

617. Now you have got to-day a system of railways which, taken from the Queensland border down to the Victorian border, is roughly 1,000 miles, and you go from Sydney to Bourke, 500 miles?—Yes. Brewarrina is the furthest station west, 523 miles.

618. Then up to Murwillumbah—that is what?—579 miles, if you take it by way of Grafton, but that, of course, is not linked up yet.

619. Have you ever made any suggestion to the Commissioners that there should be decentralisation?—No, I



Witness—C. A. Hodgson, 16 July, 1924.

have not given it any consideration, because I knew that the policy of the Commissioners was the reverse.

620. You have under you four assistants?—Yes. On my personal staff I have three outdoor assistants; and of those three assistants one takes the north, one the south, and one the west.

621. And their duties?—Their duty is to travel about the line, to closely watch the working and the conditions, and the operation generally, to interview the District Superintendents with a view to any improvements they may think possible with regard to increased facilities, or in connection with delays that want cutting out. I expect them to cure any matters that want curing, direct, if they can; if they cannot, then they have to refer them to me. I meet these three officers once a week—I have a meeting every Monday, at which these three outdoor men are present, and I hear from them briefly what they have been doing during the week, what they have seen and done, and I receive from them any suggestions they may have to make.

622. In addition to that, I understand you have District Superintendents' meetings?—Yes, I have. The District Superintendents meet once a month. There is also a conference held in Sydney once a month with the assistant District Superintendents.

623. And your outdoor assistants are present at those meetings?—At my monthly conference, yes. I might add that I do not take the chair at the assistants' meeting; that is taken by the Superintendent of Goods Transportation.

624. Now, with regard to rates; you have a Goods Superintendent?—Yes. He is under my control. He takes a considerable part in the mercantile work up to a certain point.

625. But he does not quote the rates?—No, sir.

626. Now, as to the supply of engine power; who is responsible for that?—The Superintendent of Goods Transportation looks after the engine supply.

627. That is for goods traffic—For goods traffic, yes.

628. With regard to the supply of engines for passenger traffic, how is that dealt with?—That is done entirely by the Locomotive Department.

629. You have no control over that?—None whatever.

630. Your passenger trains are all rostered?—That is so, and of course, the time-tables are agreed with the Chief Mechanical Engineer, and he supplies the engines for them without further question.

631. But the allocation of goods engines is another matter?—That is another matter; that has to do with me. I have to see what engines are required at any particular depot.

632. And you arrange to keep the different classes together as far as you can?—As far as is possible, because I know it is a better arrangement from the locomotive point of view. Of course, I have to be guided by the traffic which has to be conveyed, and it requires frequent alteration as the flow of traffic alters.

633. You confer freely with the Locomotive Department in connection with the supply of engines generally?—Oh, yes, I always confer with them. But if their requirements do not meet my traffic requirements I have to look after the traffic; it has the first consideration.

634. When engines are taken away from their home depots—that is to say, when they cannot get back on the same day, for traffic reasons—does the Locomotive Department know that they are being kept out?—Yes. They would know what the run was to the engine, they would know where it was going to, and whether we could get it back or not. Apart from that, there are cases, of course, where we might be compelled to take an engine when it was away from its home depot and send it possibly further off still, if we had a shortage; in that case it is for us to

see that the engine is brought back to its home depot at the first opportunity. We do not do it unless we are compelled to do it.

635. If a station-master in the middle of the night ordered an engine away for some special reason, the District Superintendent would have a knowledge of it?—Yes.

636. And he would communicate with the Locomotive Department?—Well, the stationmaster himself would.

637. The station-master direct?—Direct; but he would also advise the District Superintendent of what he had done.

638. As to the work of the District Superintendent at night, when their offices are closed, what happens to that?—That is conducted by the station-master at the depot at which the District Superintendent is located. He is responsible either for giving the necessary instructions, or for obtaining instructions from the District Superintendent, or one of his officers. I mean to say, a staff matter might arise during the night, a question of relief, and in that case the depot stationmaster would ring up the staff clerk and ask him for instructions. In regard to traffic working, the depot station-master would give the instructions, provided he knew what to do; if he did not, he would communicate with the District Superintendent.

639. You have an accountant;—what does he deal with?—I have not an accountant. My accounts, which are confined to wages, and so on, are dealt with by my staff branch.

640. Your accountant has nothing to do beyond that?—No. He merely deals with wages, salaries, stores, and debits from other branches.

641. You say something about water supply for traffic purposes. I suppose that is simply a question of seeing that provision is made for water supply—it does not mean that you provide it in any shape?—Well, not exactly. As a matter of fact, many times in the year we actually have to supply water to our people for their use. We have to take it by water train, and we have to see that the facilities are there for taking it.

642. Your superintendent of goods and live-stock transportation is responsible for the supervision of the goods trains generally, is he?—Yes.

643. And he is responsible for the loads of the engines for the goods trains?—Yes.

644. He is situated at Sydney, is he?—Yes. I meet him every morning.

645. Among the items you have in your list I see this: "The mechanical staff determine if engines are fit for the service for which they are intended." Does that mean that they are examined continually by the mechanical staff, or do you send them away to an out depot for a week or more, away from their own depot, and they get practically no attention?—No. If they go to an out depot they should be treated there the same as if they were at their own depot. The mechanical staff have to advise whether the engine is fit for the road or not; we have no control over that.

646. Then you are advised by the Locomotive Department of the number of engines that are available for traffic purposes for each depot?—That is so.

647. Does that mean that they tell you the number of engines that are in need of repair out of the total you have allocated to a particular depot?—Yes, but that only refers to running repairs, not to general repairs. We might have sixty engines allocated to a certain depot, and possibly fifty of those are at the depot, and the Locomotive Department advise us that forty-five of those are available for the road, and that the other five are undergoing what they call running repairs. I might add that they put them in different classes, according to the time they are going to be under repairs. We have their lists of A, B, and C classes; the A class would be ready for traffic within 12 hours, the B within 24 hours, and the C are indefinite.

648. With regard to the loadings of the trains for all the sections of the railway, you work in conjunction with the Chief Mechanical Engineer?—That is so.



649. And he signs the loading table?—That is so.

650. In conjunction with yourself?—Yes.

651. With regard to locomotive coal supplies, do you deal with that?—Yes; my superintendent of goods and live-stock transportation deals with the regulation of it. Very often we do run special trains for locomotive coal, especially in connection with Eveleigh—we have a special type of waggon which is used there.

652. Are they under the control of the Chief Mechanical Engineer or of you?—They are practically under my control. I supply them to the collieries. I am responsible for the keeping up of the coal supplies to a proper tonnage, but I do not do the actual ordering of the coal, though I have the lifting of it. The Comptroller of Stores decides on the quantity to be supplied by the mines. The actual order for the coal is given by him, but it is my business to bring the coal in proper quantities from the mine to the locomotive depot, where it is required.

653. Taking your passenger transportation business, who controls that, under you?—The superintendent of passenger transportation; he is located in Sydney.

654. And how far do his duties extend?—Right throughout, in connection with passenger traffic, for the whole system.

655. He is responsible for the time-tables?—Yes, he is responsible for the compilation of the time-tables. The time-table officer is under him; he is also responsible for the supply of coaching stock.

656. Does he do any commercial work?—Practically none. He controls the sleeping cars and the whole of the carriage stock, and issues special train notices for the whole of the lines, for passenger traffic.

657. How far do the district superintendents come in in regard to that?—They issue local circulars with regard to the running of goods trains and stock trains in their own districts.

658. How about passenger trains?—Not passenger trains.

659. If they wanted a passenger train run they would communicate with your passenger superintendent?—Yes.

660. You say in a note that engine rosters for suburban traffic are examined jointly by the traffic and locomotive inspectors to ensure proper co-ordination and economy in the working. I suppose that simply means that the locomotive people confer with you, or with your passenger superintendent?—With the passenger superintendent.

661. Your salaried staff is roughly 3,000?—Yes.

662. That is in all your districts?—Yes, that is my total salaried staff.

663. What is your wages staff?—7,177.

664. Do you employ much casual labour?—Yes, we frequently employ casual labour—for example, to deal with the wool traffic. We give assistance in connection with that, mostly in connection with sheeting and the roping of the trucks. That is particularly so at many of the unattended sidings. We generally put a man in charge of the siding for the wool season, and he deals with the consignment notes. We find it saves us a lot of trouble. We also employ them in connection with stock loading, and we employ a certain number at Darling Harbour, in case of any unusual rush there.

665. You have established a control system on portion of the Illawarra line?—Yes.

666. But you have not adopted that elsewhere to any extent?—No. We only have the nucleus of a control here in Sydney; it is only just at the start.

667. Would it not be possible for your district superintendents to have a control office attached to their particular office, for controlling the whole of the traffic in their district?—It would be possible, with a certain outlay of money, but up till now it has not been considered that the expenditure would be warranted—certainly not in the outlying districts, where the traffic is so comparatively light.

668. With regard to your telephones, do you use those telephones for the ordinary business, or do you confine

them to engine working and the operations of traffic generally?—They are used for ordinary business. As a matter of fact, at many stations we have nothing but the telephone. We have the Morse telegraph, but that is only at the more important stations; most of the smaller stations only have the telephone, and all business has to be conducted over that.

669. So that you could not allocate your telephones entirely to control and manipulation of rolling-stock, including engines?—No, we could not. I am quite satisfied that we could not do that work on the existing telephones, with the present business, because generally speaking our telephones are pretty heavily taxed at present.

670. What was the cost of installing the control system on the Illawarra line?—I think it was £5,000.

671. And your intention is to establish a similar control, or an extended one, in the Sydney area?—Yes. We want to start it in Sydney itself, just close round, and then gradually extend it out from Sydney. Later on it would probably include the one at Thirroul.

672. That would include the new city railway?—Yes.

673. Could you give me any idea of what you have saved by the establishment of a control system?—About £11,000 a year.

674. Quite worth doing?—Oh, quite.

675. What do you consider your position is with regard to locomotives and rolling-stock as being sufficient for your existing traffic?—We have a shortage of locomotives for suburban passenger service, and we have as a matter of fact to use a fairly large number of goods engines on that service.

676. How do you hope to cure that?—When we get electrification. As a matter of fact, it is the fact that we are now engaged on the preliminary work in connection with electrification which has caused the Commissioners not to increase the supply of suburban steam locomotives.

677. With regard to goods engines, you think you have sufficient to meet all your demands?—Yes.

678. Even during a rush period?—Yes. Of course, we do occasionally get a little delay; that is, if perhaps an unusually large number may have been marked off for running repairs at a particular depot.

679. You say with regard to Main line coaching stock there is sufficient for all ordinary demands, but that the suburban stock is not sufficient?—No, it is not; as a matter of fact, we are using a fairly large number of Main line carriages, that is, side-door carriages, in our suburban traffic.

680. Again, you are awaiting electrification to cure that?—That is so. We actually have cars under order at the present time; they are electric cars, of course.

681. Then, with regard to live stock trucks, you say there is frequently a shortage of live stock waggons to meet your demands, and owners have to wait their turn?—That is so.

682. What notice do you expect to be given?—Under ordinary conditions, four days. But there are times when we have a shortage of stock waggons, and that is in time of drought, when everybody wants to move their stock at the one time. Of course, we cannot do it, and they have to wait their turn in those cases, because at that time we also have the fat stock to deal with.

683. In time of drought you would not only get applications for waggons to convey stock from an area suffering from drought to an area where there was feed, but you would also get applications for waggons for stock that people would prefer to kill rather than see them die?—That is so. As a matter of fact, when there is a drought people are more anxious to get rid of their stock before it gets into bad condition, and the result is that the number of fat stock sent to Sydney increases.

684. At the time of drought?—At the time of drought—the very time when they are wanting to move the other stock from pasture to pasture.



Witness—C. A. Hodgson, 16 July, 1924.

685. In order to meet that, you think you would want a considerable increase in your supply of cattle and sheep waggons?—That is so, and they would be of no use whatever except in time of drought; we might go, for example, for two or three years without a drought, and we should not use them at all.

686. Could you not make use of your ordinary goods waggons for sheep?—We do relieve the situation in that way. I dare say you may have seen, in travelling about, a number of high-sided waggons marked "Bulk wheat"; those are the waggons that we use for carrying starving stock; we use many hundreds of them when the pinch occurs.

687. But still, even with them, I take it you have not got sufficient rolling-stock to promptly deal with the demands in time of drought?—No, sir, we have not.

688. Have you a sufficient number of goods rolling-stock to meet your business?—Yes, practically we have.

689. Even when you get a good harvest?—When we get a good harvest there is always a demand for more trucks than we can supply, and though that has led to a certain amount of complaint it is really from one class of people, and that is not the producer, but the wheat agent; he is the agent of the man who buys; he is down in the country, and he works on a commission and gets paid a certain fixed sum per bushel, which includes the cost of stacking, and it is manifestly to his advantage not to stack, because he gets paid whether he stacks or not; the result is that his object is to rush all the wheat away in trucks to Sydney at the start of the harvest, so as to obviate the necessity of putting it in stacks.

690. Do you get any congestion at Sydney, awaiting ships?—Yes, but not so much now as we did, because we regulate the loading. At one time, when we did not regulate the loading—in other words, when we supplied the trucks that were asked for—I know of one occasion when we had between 3,000 and 4,000 trucks under loads down here, and we did not know what to do with them.

691. Assuming you had to find the necessary number of waggons to meet the demand during a drought period, would you prefer to have built live stock waggons, or would you prefer to have built goods waggons which could be made available for stock purposes?—Live-stock waggons.

692. Of the two, you would prefer an increase of live-stock waggons?—I would, sir. I do not want any more goods waggons; if I were to load any more I would only get congestion.

693. But, looking ahead for the next ten years, assuming that you get an increase in your wheat area, then you would want an increased number of goods waggons?—Undoubtedly so. We are building them now.

694. Would it, in your opinion, then, be better to build live-stock waggons which would only be required during times of drought, rather than goods waggons which would be available for both purposes?—Yes. A sheep van, of course, will carry very many more sheep than an open truck, because you have the two decks—and largely it is sheep we are talking about; the cattle is only a minor thing comparatively. We can get many more sheep away in a train load of sheep vans than in a train load of open trucks.

695. Still, if you had a surplus of sheep waggons for a drought period, you would have them out of use, probably, for nine months of the year; whereas if you had waggons available for wheat, which could on occasion be used for sheep, would not that be better than building the sheep waggons?—I do not think so, because we have at the present time, of course, a supply of waggons other than live-stock waggons which can be used, as a matter of fact, for carrying sheep.

696. I am looking rather at the future?—We are increasing our goods rolling-stock, our open trucks; we increase them every year to cope with the increase of business.

697. Now, with regard to coal; you say that there are times when the demand for coal hoppers to keep the mines going is in excess of the supply?—That is so. We only have a limited number of coal hoppers, roughly 1,500, and if trade is bad, or if for any reason there is a delay in clearing the coal out of the hoppers at the shipment point, owing possibly to the vessel not turning up, then we get a shortage. We have ample supplies to keep the shipping going, but we have not an ample supply to keep on keeping the mine going if they do not dispose of the coal.

698. You supply all the trucks for inland consumption?—Practically so, yes.

699. But the collieries supply the hopper trucks for shipment?—For all the shipment at Newcastle, and some at Sydney—some of the South Coast mines have their own hoppers.

700. You have given a statement of the waggons ordered and supplied each month, to the end of December, 1923, and I see that in October you had a shortage of 4,700 waggons, and in December a shortage of 9,000—you had altogether on order 89,000 waggons?—Yes, we had orders.

701. And you supplied 79,000?—Yes, and they did not load them. There was an alleged shortage of 9,000 waggons, but they did not load the waggons they got.

702. In one instance I notice that apparently they loaded more trucks than they got. What is the explanation of that?—That is in March, and you will notice that in March, April, August, and September the number shown there as supplied is the same as the number ordered, whereas in all other months the number supplied was less than the number ordered. On our returns we never show any supplied more than ordered, because they are not what we actually supplied, but if the trucks are not ordered, and the traffic offers, and trucks are available, we allow them to load them without ordering. In March I see that we supplied the actual number that were ordered, but we certainly loaded more than that, because we had a big surplus of waggons in March; we not only supplied every truck that was ordered, up to 82,000, but we had available more trucks than that at the station, and we permitted them to load them. As a matter of fact, the trucks available in March were over 100,000.

703. Can you give me any idea what the actual shortage is of waggons?—No, sir; it is a most difficult thing to do, because, as a matter of fact, we know that it is a common practice for people to over-order—in other words, to order more trucks than they intend to load. They have an idea that they may not perhaps get all they order, and so they purposely over-order.

704. That rather shows they have not much faith in your capacity to give them the trucks they want?—I think it is the aftermath from some years ago, when we had a shortage of waggons and were not able to supply orders in full, and had to give them a percentage. But our supply has since been put right.

705. Of course, you have had a very large increase in the mileage of your railways during the last ten years—something like 35 per cent.—the question is, has your waggon supply kept up with the increased mileage?—Yes, I think it has. We are certainly very much better off than we were a few years ago.

706. That may be so, but do you think, having regard to the future, that sufficient additional waggons are being built?—I think so.

707. That is, assuming they go on building in the next few years as they have been doing in the past?—The past two or three years, yes.

708. You centralise the distribution of your waggons in Sydney?—Yes.

709. And the district superintendents look after their particular districts?—Yes, they do. They only appeal to Sydney when they are short; of course, they also advise Sydney of any surplus.

710. And you consider you have sufficient waggons for your coal traffic, with the exception of the hoppers?—That



is so—the hoppers for shipment. They are largely used from the South Coast up to Sydney; we do use them for some other purposes, for instance, also for coke and for a certain amount of ore traffic.

711. In the Newcastle area the supply is provided by the colliery proprietors?—That is quite different; they have their own trucks; we do not have to supply them.

712. But you have, I understand, actually stopped the collieries for want of trucks?—That is so, we have. If the steamers are delayed they do not empty the trucks; they fill them all up, and we cannot do any more; we have to wait until some of the trucks are released. But we do not delay the steamers.

713. What do you charge in addition to your ordinary rate for the supply of a truck?—We have a different rate—I do not know that it is on any particular basis. We have one rate for owners' trucks, and one rate for departmental trucks.

714. Is that based at all on the value of the truck?—I do not know that it is worked out on a uniform basis. It is a rate that has been in existence for very many years; I have not worked it out, as a matter of fact.

715. You say that with regard to the working of your traffic you get unbalanced working; that is to say, you get more empty waggons one way than you do the other. I suppose that is seasonal, is it?—Yes, it depends on the season of the year. We may get a balance between Sydney and the country sometimes, just for a short time; just at present it is very fairly balanced; that is, taking into consideration the difference in the train loads. Of course, on the South Coast there is never a balance; there it is practically all empties one way and all loaded the other—all loaded up to Sydney and all empties back. But on the main southern line, in the direction of Albury, that is where there is a balance just at present. Of course, we never exactly balance, but there is not much in it, except at harvest time; that is when we get a very big increase in the up traffic and no corresponding increase in the down traffic.

716. With regard to rail motors; how many have you actually at work at the present time?—Two. There are two others which are not running.

717. What has been your experience of them, from an operating point of view; have they done everything you anticipated?—Yes, as far as the performance of the motor is concerned, when it runs. But they have not proved a very good proposition as far as paying is concerned; we are disappointed with them; they do not seem to have increased the traffic much. On one line, the Holbrook line, for example, we doubled the service there, and practically we have hardly increased the business at all; that is to say we run there and back twice, from the junction station, in place of the old mixed train once. It has been a great disappointment.

718. Do you really expect to improve it very much if you only run a motor up to the end of the branch line and back again in a day?—It is going to improve the service very materially, because up to now we have used them for taking the place of the mixed train, which of course was a very slow means of travel.

719. The only thing you have given them is the increased speed?—Yes, that is really what it is; it saves them the delay at all wayside stations shunting.

720. As a matter of fact, on most of these country branch lines you do not give a passenger the opportunity of travelling to the nearest town for the purpose of seeing a doctor or dealing with legal business, or anything of that sort, and returning home on the same day?—That is so. Of course, in many cases the branch lines are too long for that purpose; we could not get there and back in the one day—that is, with the one motor.

721. Do you not think you would improve the amenities of the country districts if you ran more frequent services of passenger trains on these branch lines?—I do not think I would get very much increased business if I did—not

on the branch lines. I think there is a field for it in connection with the districts around the larger market towns—perhaps of getting people to go in to business and back home. But I am very doubtful about these branch lines.

722. At any rate, at the present time you have not got sufficient motors to supply the whole of your branch railways?—We cannot provide them in connection with the business of taking people into their market towns. We got them really in answer to a demand that came from the country people to expedite the rate of travel over these branch lines—to do away with the mixed trains, in other words; every motor we have had so far has been used for that purpose.

723-4. Did you get out the cost per mile of these rail motors?—I am not responsible for the figures.

725. Supposing you improve these branch line train services by putting on an ordinary locomotive engine—the locomotive would be of more advantage than a motor from the traffic point of view?—I do not think so.

726. Could you not use it for shunting purposes or the attaching of two or three vehicles?—It would cease to be a passenger train then and become a mixed train.

727. I am talking about stock. A good deal of complaints about trucks for sheep and so on have been received?—Not as a rule.

728. You have had serious complaints of delay?—We have had complaints about delay in connection with cross-country movements of trucks.

729. That is what I meant. Take two or three trucks. You have special trains where you get a load for a special train?—That is so.

730. If you only got two or three trucks, it has to take the chance of the service running?—We always try to amalgamate it where we can so as to put it on a fast run, where we have a reasonable load.

731. You may not have a reasonable load?—Fifty per cent. is a reasonable load. Apart from that, it has to go by ordinary through goods train. These are not the cases where we get the complaints. The complaints are about the cross-country routes.

732. To the markets?—Not to the markets. You may get it down to the junction station and then wait for the branch train.

733. You have given me here the number of telegrams sent in a month with regard to waggons and engines, and so on. It does not look very serious. What is your general scheme of organisation of your passenger trains? Do you first of all settle your interstate expresses and then make all the other trains revolve round them?—Largely that is so.

734. And then you fix your mail trains?—They are largely fixed by postal requirements, and that is why the mail trains leave Sydney in the evening.

735. All your other services are practically dependent upon the running of those mail trains?—Yes.

736. You try to make connections with them?—Yes.

737. These interstate trains are fixed by a conference—the running of them?—I think they were originally fixed by correspondence. We had to agree to the times.

738. And to the fares, too?—Yes. They are arranged by the interstate conference.

739. Those trains are being run at a speed, roughly, of 36 miles per hour?—Yes, that is including stops. That is much the same speed as the other States run theirs—that is, from Albury to Melbourne. The Queensland trains are slower. They have different conditions.

740. In the case of New South Wales, the times of the running of the trains means that you have to provide for the night?—In every case. We have to supply sleeping berths and sitting accommodation.

741. What notice do you expect to receive to give a ticket for a train to Melbourne?—We do not expect any.



Witness—C. A. Hodgson, 16 July, 1924.

742. What does a passenger expect to get if he only gives a day's notice? Does he expect a berth if he goes down to-day?—Yes.

743. He does not get it?—In some cases.

744. Do you really know?—Yes.

745. Would you be surprised to know that to-day you cannot get a berth under several days?—I would be.

746. I suggest you send someone down now to your tourist bureau, to see what time you can get a berth either for Melbourne or for Brisbane to-day. Assuming there is a delay in getting a sleeping berth, does that apply to seats as well?—No. With regard to berths, we have a certain number of cars normally on the train. If they are all filled and then another applicant comes we do not give him a berth, but we note his name. We say to him, "If sufficient people come along to warrant putting another car on we will put it on and then we will give you the berth." We do not run a car with only one passenger. If sufficient people apply we will put on another car, or several cars. Our trains are made up with a certain number of berths. Frequently we have to run another train. That would be in the ordinary course of things.

747. Are you doing justice to the service between these three capitals of the States, Sydney-Melbourne, and Sydney-Brisbane, under existing arrangements? Would you find a state of affairs, in your knowledge, anywhere else where the passenger cannot get within three or four days a sleeping berth if he wants it?—Of course, there is an alternative, to take a berth in the second train, the 7.50.

748. Are you running two night trains?—Every night, and very often three.

749. Do you mean to say there is an alternative sleeping berth accommodation?—Yes, on the 7.50.

750. And he can get that with certainty?—If the 7.50 is full and there was only one passenger, then he could not.

751. Supposing there were six?—Then we would put it on.

752. Do not you think you are driving them to travel by sea if they cannot get accommodation?—We do not find that. I know it is a difficult point to know what is a proper thing to do.

753. If these railways were run by companies, and passengers could not get accommodation, do not you think the Government would have something to say to the company which had a concession for running railways and did not provide accommodation for all the passengers who turned up?—I do not know. We are not responsible.

754. Not responsible from the carrying point of view? Practically, no. We take them by particular trains, providing there is room.

755. I am referring to a person who wants to travel and get a berth and gives you a day's notice?—That passenger can travel, but he cannot necessarily get a berth.

756. Are you sure he can?—Yes.

757. By sitting up?—Oh, yes.

758. Have you had any complaints from men who could not travel either by sitting up or by sleeping berth?—No.

759. You take a record of all the people who apply?—Yes. It is done through our own office. We take the names of the people who apply.

760. According to the statement you brought us, the speed of trains is 36 miles an hour, and freight trains 16 to 17 miles an hour?—Yes.

761. You run a considerable number of goods trains which are not printed in the time-table?—Special goods trains—yes.

762. Do not you think it would be an advantage to have a time-table for additional trains?—We have.

763. You have to some extent, but you have a number of cross-country, where you have not?—Yes, we have.

764. That would avoid the question to some extent of station-masters and others issuing notices of trains?—

There is rather a difficulty about it. It entirely depends upon what traffic you have to meet.

765. I am referring to a path for a train running through a particular district. Is it not better to have a path allocated for the train rather than to allow a station-master to send a train going at any particular time?—Each of the lines has its own table, and conditional trains are put down to run, showing all the crossings. When you are running a cross-country train one may not fit the other.

766. Still, there is a path?—Assuming you are running a train from north to south, and there are trains shown on the time-table running from south to north which are not running, then it becomes quite possible to make a very much better table for your north to south train.

767. You are referring to single-line running?—This is all single-line running. All our cross-country is single line, right from Werris Creek to Cootamundra.

768. You must get a good deal of delay?—We save a good deal of delay.

769. You can always provide for the alternative to make a path for a train?—All I said was, if it is laid down in the table, you have to make its path to cross all these other trains which are not running. If you issue a special table you avoid all those time-table delays.

770. Trains have been sent out at unsuitable times?—If the depot station-master makes out a bad table, then he has to answer for it. That is one of the greatest difficulties of single-line running. You have to lay down all the tables and you have to provide for the crossings. Many of these crossings do not need to be made.

771. That Molong-Dubbo line being made now is being constructed to get rid of grades more particularly?—Yes, it is for two purposes. It will become our trunk line. The existing trunk line from Orange to Dubbo will disappear, and the Molong-Dubbo line will take its place.

772. You mean, your main line to Bourke?—Yes.

773. It would not be your main line to Binnaway?—No, that goes off at Wallerawang.

774. You expect a good deal of traffic over that?—Yes. It is a very fine district, quite unlike the district that the existing line goes through.

775. You have only ten trains the one way and seven the other in the ordinary course?—Yes.

776. Do you get many special over there?—Yes. It entirely depends upon the condition of the country. There are times when we are drawing the whole of our stock from the west.

777. You look upon that as an important part of your main line?—Yes. It will open up a very fine wheat district, the line from Molong out to Dubbo. The other line should never have been built, as a matter of fact.

778. You have a meeting every morning, according to the memorandum you have given us?—Yes, every day except Sunday.

779. How long does that last?—It varies; generally three-quarters of an hour, but sometimes longer. We hold these meetings just after 9 a.m.

780. You hold a meeting every Monday with your other assistants, and you hold a monthly conference with your district superintendents, and the superintendent of goods and live-stock transportation?—He holds the conference with the assistants.

781. All this is a necessity of centralisation?—Yes.

782. It is taking a lot of people who have got their regular duties to perform away from their business at an important time of the day?—Yes.

783. Do you not find it rather inconvenient yourself?—No, I always go straight there. I do not come here first.

784. When you come to look through the number of meetings held, it represents a very considerable proportion of the time of some of your people, more particularly those who have to travel up from the country?—They only come once a month, the district officers.

785. They have meetings besides the one you hold?—That is done in their districts.



786. The assistants have to meet sometimes as well as the district superintendent?—Yes. They do not meet on the same day. They meet two days before the superintendents, once a month.

787. You consider the meetings a necessity of the present organisation?—Yes.

788. Do you ever look forward to any particular improvement in the times of the running of passenger trains?—We always hope for better things.

789. Is there anything in view which would give you better timing than you have? Take your interstate trains? If we could get rid of the locomotive trouble we would be very much better off.

790. You mean more powerful engines?—No. We do have a lot of trouble.

791. You mean more reliable?—Yes.

792. That does not affect the timing of trains. You are not giving them a longer time because you anticipate trouble?—No. The timing of the trains is regulated largely by the grades and the curvature.

793. Have you got 1 in 40 both ways from Sydney to Albury and Sydney to Wallangarra?—No, not 1 in 40 up from the south. It is 1 in 40 down. It is 1 in 40 from here to Albury.

794. What is the length of it?—There is a lot of 1 in 40. There are many places between Goulburn and Harden which are 1 in 40.

795. What about your northern line?—We have many miles of 1 in 40.

796. You want engines which will negotiate that with fair-sized trains. What number of passengers can you accommodate in your interstate expresses?—The limited express, which is all sleeping passengers, holds ninety. That does not take any sitting passengers.

797. That is full holding?—Almost always. There may be an occasional berth vacant because someone has not turned up.

798. That is your Melbourne train?—Yes.

799. That is not a bad paying service?—No.

800. With regard to other trains apart from the Limited. Do you run two or three as a rule?—To Melbourne?

801. Yes?—Yes, one other as a rule. There is a train which has a connection with Melbourne, the mail train, but there are practically no through passengers go by it. It is too slow and gets in at an awkward time.

802. There is a second train which is not limited?—Yes. Then there is a third train which runs, I should say, on the average, perhaps, four times out of seven. That is the 7.10.

803. Are all three of them sleeping accommodation?—Yes. The 7.10 would be both sleeping and sitting accommodation. The 7.25 is sleeping only and the 7.50 is both.

804. With regard to the north, how many do you run there?—Two to Wallangarra.

805. Is one a limited?—No, it really is not.

806. Do you generally get that full?—It is very fully loaded. That is not a sleeping train alone. That is the express.

807. It is looked upon as your recognised through interstate express?—Yes.

808. How many passengers do you get on that?—About 150.

809. Would you generally have 150?—Very near. We take passengers to Deepwater and Tenterfield. Those are the only two stations in New South Wales we take passengers to.

810. The greater part of the passengers go right through to Queensland?—They do. I cannot give the exact figure. It is first, second, and sleepers on that train.

811. Both those services are sufficiently well patronised to justify an extension if necessary?—They are quite good services.

812. Good paying services?—Yes.

813. You have to provide sleeping accommodation in both of these trains?—Yes.

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814. With regard to the return services from Brisbane, does that mean sleeping on the New South Wales line?—Yes, and so it does from Melbourne, so that we get it both ways on both sides.

815. If anybody has any cause of complaint about sleeping they complain to you. It is no use going to Queensland or Victoria?—That is so.

816. You have given us a return of the percentage of trains to time?—Yes.

817. The percentage as a percentage does not look too bad. There are a very considerable number of important trains which are delayed per month?—Yes.

818. Do you get more delays with these expresses than with the other?—I think we do.

819. You must do to bring the average down. Your purely suburban train service does keep fairly good time?—Yes. They are shown separately.

820. The business trains morning and night keep fairly good times?—Yes.

821. Your through trains to the other States do not keep anything like good time?—Not as good as the suburban trains.

822. Nor as good as your country trains?—No.

823. Is that because they are running faster and you get more trouble?—I suppose that must be it. It is hard for me to say.

824. What is the principal cause of delay with these express trains?—Mostly locomotive troubles.

825. Engine failure?—Yes, or partial.

826. You apparently run a large number of trains as special trains in the Parkes district; you run 51 per cent. of your total train service as specials?—Yes.

827. June, 22 per cent.?—Yes.

828. That is taken over the year?—Yes.

829. A good many of those are water trains?—Yes.

830. Cannot you run those to time-table?—No. You never know what they are going to do. You have to ascertain the work they have to do on the road, how many camps they have to water. These are not trains running from one point to another. They are running to fill up the tanks along the line and stations. Some of our stations have to be supplied. They have a tank alongside, and it has to be filled by the train. It depends on what camps you have to water how you time your train.

831. You mean movable camps?—Some of them are.

832. If you have fixed camps you can make a regular schedule once a week or what is necessary?—It is a difficult thing to fix.

833. A special train running without a time-table; there must be delay?—The time-table is issued and all the crossings are shown. Occasionally a depot man will make a slip in his time-table, but no train is allowed to run unless the depot man has issued a time-table and notified the staff.

834. You seem to get a good deal of trouble with some of your staff. Do you get a very large number of men through your service?—They are always coming and going.

835. Do you find that your men leave the railway service?—Not to any great extent. There are a certain number we do not want. Some go out to better themselves and others of course pass away in the natural course.

836. It looks like inexperience more than anything else?—Many of the cases are. Many are through want of tuition.

837. That is inexperience?—Inexperience is at the bottom of it, but I always prefer to go for the man who ought to have told him better.

838. You have a note here that the Sydney limited ran to Albury fourteen times late and the up limited reached Sydney nineteen times late in one month?—Yes.

839. There are notes here of delays and troubles caused by the time-table issued by a night officer and other people. Do you not think that sort of work ought to be in the hands of a responsible official like the District Superintendent?—Those notices that are issued are often issued owing to the late running of a train.



Witness—C. A. Hodgson, 16 July, 1921.

840. Supposing your district superintendent has control of the whole area?—If they had control over the twenty-four hours they could do it, but they have not. That night officer would be a depot night officer, and he should know all about it. They are the picked men.

841. There has been some delay by transshipment of small articles where you have not got a truck load?—We do get complaints about that. We try to cure it as far as we can by limiting the loading to certain days.

842. Is not the delay at the transshipping point?—If we limit the loading days it means you can send many more through trucks.

843. That is three days a week for a particular area?—Yes, and then you get many more through trucks than loading all the six days.

844. There are six cases here noted of officers issuing notices for the running of trains. What would these men do with regard to engine power. Would they order an engine out?—Yes. In most of these cases the engine is probably already ordered out. They simply put it back on to the other times.

845. There is a case here of a depot officer cancelling a through train which had been fixed up by somebody else for stock, and he used the engine to return empties to another point?—Yes.

846. That would not happen if you had control?—No.

847. Most of the things I have extracted here refer to items of that character. There is a case where it is said improper time-tables were put out, and sometimes not a time-table at all. That would be cured if you had a superior officer in charge controlling his district?—It should be. When they speak there about no time-tables that perhaps does not convey what is meant. It means no detailed time-table. I think I remember that case. The depot station-master announced the train would leave his depot at a certain time and arrive at the next depot at a certain time, and he omitted to provide for a crossing which had to be made between the two depots.

848. Take the running of your live-stock trains? Are you getting satisfaction now that you have put on those fast trains?—Yes, from what we can judge and from what we are told.

849. It is a great deal better than it was before last December?—Infinitely.

850. Apparently you had a great deal of trouble with them before?—We did.

851. You put down in one of your minutes that 60 per cent. of your trouble was due to locomotive cases?—Yes.

852. Seven per cent. late loading, shunting 13 per cent., congestion at Flemington 7 per cent. Do you get very much congestion there, waiting to get into the yards?—Not a great deal.

853. There is a note here last April, with regard to some troubles you had in your working. You say, "In regard to engine-men on duty unduly early, Mr. Reid": who is he?—He is a District Superintendent at Goulburn.

854. The minute you made was: he said, "At one time the Department were allowed 45 minutes, and they now want 4 hours"—Is that for the preparation of the engine?—No, giving notice to the men, not to come on duty. It really means this: that they are booked up for a particular train. That train runs late and they want to put them back to a later time. The Locomotive Department says, "If you want to put these men back, they have already been called on duty, you will have to give us so much notice, otherwise they will book on."

855. You have a note about the light mileage between Singleton and Werris Creek. You do not get the proper class of engine, according to your own views. If you had had NN engines instead of the engines provided, the light mileage would have been reduced?—Yes.

856. It means you have not a sufficient class of that engine?—We had not at that time.

857. In making out the time-table for the country districts, do you have regard to the population of the areas

you are serving?—We have to regard the volume of traffic we are carrying.

858. What you might carry? Lots of these towns have from 5,000 to 8,000 people. You are apparently giving them one train each way per day in many instances?—That is so.

859. If you had sufficient rolling-stock, engines, and carriages and so on, would you run more trains?—Undoubtedly, within a certain distance of Sydney.

860. I am looking rather at the outer districts?—They do not seem to be a very promising field. We have tried it.

861. Would it not improve the amenities of country life if they had a better transport service?—They do not seem to think so. They do not patronise the train we give them. We gave them, for example, a passenger train from Cootamundra in the morning, a daylight trip to Sydney. Prior to that they had to travel by the mail at night, getting into Sydney at 6 a.m., and going home they had to go back at night and there in the small hours of the morning. We had a train running down as far as Harden and we extended it to Cootamundra. The traffic was so wretched we had to knock it off.

862. I was not thinking about that sort of service so much. I was looking at the people living out in the country areas wishing to get to their nearest town of any size for marketing purposes, medical attention, legal business, &c. They cannot go now unless they stay a day or so?—In many cases they have to stop there the night. I quite think there is a field there, and that is a field we hope to explore when we get more rail motors.

863. This is a State railway built for the development of the district?—Yes.

864. It is not like a company running for dividends, although the Commissioners are supposed to meet the interest on capital?—That is our difficulty.

865. I am looking at it rather from the point of view of what a company would do?—The great trouble has been that in most of these cases we could not make our working expenses.

866. You will find that all over the world?—We are not taking on those contracts where we do not make our working expenses unless they are forced upon us, which in some cases they are.

867. You know something about English railways?—Yes.

868. Do not you know that some private lines in England do not pay, and are not likely to?—Yes.

869. Still they run the trains?—Yes.

870. Five or six trains a day, very often on branch lines?—Yes. I know one very well, because I lived on it.

871. Your coal traffic is improving as compared with ten years ago in one or two of your districts?—Yes.

872. It has gone up from 7,800,000 to 8,200,000, 500,000 tons, roughly?—Yes.

872A. Your Illawarra line seems to be improving pretty fast?—Yes.

872B. That is where you are providing trucks?—Yes. A lot of the shipment coal from Illawarra is not shipped from Sydney. Most of the mines have their own jetties and they use their own waggons.

873. You have given a statement of tonnage of locomotive coal and other railway stores as compared with your paying tonnage. You say, "On service tonnage, exclusive of tonnage carried on department trains, £1,900,000." What do you call department trains?—Ballast trains; that is, traffic hauled by our ordinary goods trains. This means you have hauled 1,900,000 tons of coal?—Or other material, including ballast.

874. By your ordinary trains?—Yes.

875. It does not include trains running specially for ballast purposes?—No.

876. Is there any debit against the other departments for that?—Yes, we debit them.



877. You debit the Locomotive Department for coal?—I am not sure whether we get any credit for locomotive coal. I can get that information for you.

878. You will supply it to-morrow?—Yes.

879. And any coal or any credits you get from other departments we should like to know something about?—We get a fixed sum per mile; I think it is two-fifths of a penny from the Construction Branch.

880. You get credited by the engineer for ballast you convey?—I am not certain about that. I will have to find that out.

881. You have given a statement showing your claims?—You seem to pay a good deal for losses. Does that mean actual losses, goods going clean out of sight?—No. They may be destroyed through being so damaged.

882. Otherwise it does not seem to be out of the ordinary course. Do you get a good deal of complaint with regard to your interstate fares being on a lower basis than your local fares?—Yes.

883. Are those fare you agreed with the Victorian and Queensland Governments divided on strict mileage?—Yes.

884. You get the same per mile as the other people get?—Yes. With regard to fares or rates, there is a clause that rates and fares should be divided on a mileage basis, providing that no State gets more than its local fare.

885. You get a good deal less?—We do. That is a provision; you cannot take more. If your mileage proportion gives you more than your local charge the other State will take it.

886. You get applications from the country districts for berths in your through trains to Queensland and Victoria?—Yes. We wire to Challis House.

887. Is there any chance of people getting into the Limited?—It all depends on when they apply.

888. Would you hold a berth empty to a stopping-place between here and Albury?—Our Limited does not pick up anything. It only stops for locomotive purposes.

889. How about your second train?—That is different.

890. Do you hold the berths here for that?—We have to.

891. Do you get many complaints they cannot get them?—I have not heard of many.

892. The complaint is—it is not only a difficulty in getting a berth; it is a difficulty in knowing whether they have got it or not?—I think I know what you are referring to, particularly on the north. There we have three sleeping-car trains. We have the Glen Innes mail to Sydney, the Brisbane mail from Wallangarra, and the Brisbane express. What the people want is to travel by the interstate train, although they have a train of their own. They want to be allowed to book a berth from a station in New South Wales to Sydney in preference to a man coming from Brisbane. We say, "No, you have your own train; travel by it." They want to go by the interstate train. You can only go by it, providing no interstate passenger wants the berth. They say they do not know whether they are going to get it or not. That is true.

893. Do they know that in their own train?—Certainly.

894. Is it as good a train as the interstate express?—It is not as fast.

895. Is it as well appointed?—Practically the same.

896. Sir VINCENT RAVEN: Are they both trains people would take if they were going through to Brisbane?—Yes, the bulk of the people go by the express.

897. Sir SAM FAY: You have a train which serves the area, apart from your express?—Yes. The 2 o'clock train from Sydney is the mail, and the 3.30 is the express. They both connect at Wallangarra with the Queensland train.

898. It is really a question of accommodation on the train?—They are both the cabin type cars.

899. Sir VINCENT RAVEN: If a person wanted to go through to Brisbane, they would prefer to go through by the best train?—That is so. That is what we are insisting on, that the berths shall be kept for the through traffic, and not sold to local passengers unless they are going to

be vacant. It is largely on the up-journey the trouble is. They want to join the train at Tenterfield, and they want to be able to book a berth in the express perhaps a week before. We say, "No, you go in the mail." They say they do not want to go in the mail, and we say, "You cannot go in the express until we know what berths are wanted."

900. Sir SAM FAY: What time of the day or night do they leave there?—Half-past 6 p.m.

901. Is that the express?—Yes.

902. What time does the other train leave?—About twenty minutes later.

903. Why have they got a grievance because they cannot travel in the express?—They like the express.

904. What difference is there in the arrival time?—About an hour.

905. You have practically no day train at all, taking your trains south to Albury?—A day train to Cootamundra, but not below Cootamundra. We have the paper train, a mixed train, which has several passenger carriages on, which runs through to Albury, getting there at 10.35 p.m. That is no good from Sydney, because it leaves at 1.50 a.m. It is a good train from Goulburn, and lots of people travel by it.

906. Supposing you had the traffic for a couple of more trains from Sydney north, and two more trains south, both ways back, have you the stock to do it?—No.

907. Then you are limited to improving this accommodation by want of stock?—That is so.

908. I am asking you, if double the traffic turned up day by day wanting to go to Victoria and Queensland you could not accommodate them?—No.

909. I suppose that is really the answer to the complaints. That is why people cannot get what they want?—In many cases the people want something we should not give them if we had the stock, because we know it would not pay. I am prepared to admit I would give some of the services if we had the stock.

910. You have to do a great many things which do not pay if you are to give people accommodation which is reasonable?—We always try to give them what we consider reasonable. What we consider reasonable and what they consider reasonable are two different things. We have on several occasions acceded to their request and given service, and then they would not patronise it.

911. You have a valuable paying traffic both into Victoria and into Queensland?—Yes.

912. And it would pay you to use every accommodation you can and the best you can to a paying traffic like that between the three capitals?—Yes, and we try to do that.

913. You do not think you are giving complete satisfaction?—The odd passenger who cannot get a berth has a grievance.

914. Do not they travel during the season, when there is a reasonable prospect of fine weather, by boat?—No; a certain number go by the boat, and always will.

915. We have a list of the complaints that have been sent in through the secretary of the Commissioners for five months. A great many of them are trivial. They show what the people are complaining about in regard to the railways. We asked for these to see, as far as we could, what people were complaining about. There are forty complaints of this type—of compartments being turned from first into second and second into first. Is that due to want of stock?—Not altogether. It is largely owing to the rise in the fares owing to the war. It has a tendency to throw the first-class traffic into the second. Our proportion has altered considerably.

916. You are getting less first-class than before you raised the fares?—Yes. We raised the fares in 1917 and subsequent dates. We have had several rises in fares. It has had the effect of diminishing the percentage of first-class passengers considerably. Most of the trouble spoken about is due to the fact that, to make the best use of our cars, we have to roster them on various lines, and the



Witness—C. A. Hodgson, 16 July, 1924.

conditions are absolutely dissimilar. A train, for example, may arrive in Sydney with ten cars on, four first-class and six second. That train is rostered to go out to another suburb, and it may require two first-class and eight second-class carriages. After that train has arrived our staff have to get into the cars and label two of those first-class cars second. We have had complaints. People who have been waiting on the platform for the train to arrive have got into the car before our man got in to put the label on. That is the difficulty.

917. There is no difference between the first and second-class carriages except you have a little more sitting room?—You do not get any more sitting room on the suburban lines. They are the same, except the cover of the seats. The additional charge is one-third more. In the country it is 50 per cent. In the country they do get more room.

918. Complaints about not being able to get berths, berths booked and not available?—We have had several complaints with regard to that. There have been errors made. We always follow them up. They are frequently there owing to telephone troubles.

919. There is one case here—sixty-one passengers not able to get sleeping accommodation on the North Coast line?—That was one excursion, I think.

920. There is another case, "Booked sleeper, allotted to someone else, berth booked and paid for but not allotted, difficulty in getting berths, wrong information given, inadequate sleeping berth accommodation, sleeping berth declined but given to another, insufficient sleeping accommodation for a lady, wife's berth given to someone else, berth ordered but not booked." There seems a good collection of that sort of thing?—We have complaints from time to time about that sort of thing, both here and in Melbourne.

921. Passenger train service complaints. There are fifty-three items there. Some are quite trivial. They are, generally speaking, in the Sydney area?—Yes.

922. About the fares, the complaints mostly seem to be in regard to the booking clerks?—Yes.

WITNESS: I have that information you asked me for this morning with regard to the debits.

923. Sir SAM FAY: You might perhaps tell us that now?—Three-fifths of a penny per ton is the debit against the Construction Branch for any material hauled over the existing lines.

924. That is the Construction Branch?—Yes.

925. Does that apply to the Engineer for Existing Lines?—No.

926. It is purely new works?—New works, and we get credited in our revenue for that. With regard to tramway coal, that is debited. The cost of hauling that is debited against the Tramway Department's working expenses and it is credited to our revenue.

927. At what rates?—I have not got the actual rate, because it will vary according to the place it comes from.

928. Is it at the public rate?—It would be at the public rate, I think. That represents about £85,000 a year.

929. Public rate?—I fancy so.

930. Anyway, it is a credit to you for carrying coal for the Tramway Department?—Yes. With regard to locomotive coal, there is no debit at all.

931. No debit at all for anything you may convey either by special or ordinary train?—No. When we run a special ballast train we debit the engineer with the cost of guard's wages. There is a debit made also against the refreshment-room of a fixed amount, an estimated amount, but we get no credit for that at all. It is purely a book entry in connection with the refreshment-room account.

932. Sir VINCENT RAVEN: I understood you to say this morning that so far as the passenger traffic is concerned the arrangement of the locomotives was entirely in the hands of the Mechanical Engineering Department?—That is so.

933. I presume that is because they are all booked?—It is rather hard to say whether that is so or not. I might

explain, perhaps, by saying that some years ago the whole of the locomotives were under the control of the Mechanical Engineer as to their allocation and everything else.

934. I was coming to that. Up to 1913?—Yes, but owing to a difficulty that arose, owing to the non-supply of engines, owing to their being in the wrong place, the goods engines were removed from the control of the Chief Mechanical Engineer as to their allocation, and were placed in the hands of the Traffic Department, who had the information necessary to move them to the place where they were required.

935. But does it not come back to that, that where a train is booked and the working can be arranged beforehand, it is rather different from an unbooked train?—It is different. There is not the same fluctuation of business.

936. And is it not because of that that this passenger service was left as it was originally arranged in the hands of the Locomotive Department?—It was left so because there was no need to alter it. It was quite satisfactory on account of it being a regular business.

937. That being so, so far as booked trains or any booked trains are concerned, would not they be under the same category?—Yes, they would. There are so few of them, compared with the total number run.

938. Of course, Sir Sam Fay suggested this morning that it might be advisable if there were more?—I do not know that that was quite suggested, that more might be tabled, but only as conditionals.

939. All the unbooked trains and all the goods trains are dealt with by the Traffic Department?—That is so.

940. And I understand, shortly putting it, that the arrangement is for the Locomotive Department to let the Traffic Department know daily what engines they have available for work, and the Traffic Department then order what engines they require out at specified times, and after they are out they deal with them themselves entirely?—That is so.

941. And it is quite possible that at the end of the day they may have arrived at a running shed where they were not originally allocated?—Quite so.

942. Eventually they get back to their own shed, but during the time they are away they are dealt with by the shed which is stabling them at the time?—That is so.

943. What returns do you get that will enable you to satisfy yourself that the best possible working is got out of those engines?—That is difficult to answer. I get a return which shows me what each engine that I have in use is doing, but I would not have any record of what the engine was doing when I did not want it.

944. Have you got any statement which shows you the miles per hour that you get out of the engine?—That is got out by the statistician. I do not get that out. That is the statistical branch.

945. But are not statistics of any use to you?—Oh, yes.

946. Then, whoever gets them out, do they not come to you as valuable from the point of view of scrutiny?—I get certain information, yes.

947. Do you get that information?—Yes.

948. How soon do you get that information after the actual working?—I suppose it would be about three weeks.

949. I am informed that that information is not available. I have asked for it. There are no freight miles per engine hour?—Freight miles you are talking of now?

950. Yes?—I thought you said miles run per engine.

951. Or freight miles in the hour, whichever way you put it, it is the same thing. It is a means of measuring the work done?—Yes.

952. I want to get from you what you have that will readily enable you to compare the amount of work done by your engines at any particular time and any other particular time, whether it is satisfactory or whether it is not satisfactory?—Well, that, as a matter of fact, is not of any very great value to me as a transport officer.



953. Not whether you are getting good work out of your engine or bad work?—As to whether I am employing the engine rightly when I have it, yes, but then I do get that return every morning.

954. I want to know what that return is?—The return that I get every morning is a return from each of the depots showing the number of locomotives which have been employed during the previous twenty-four hours, the actual gross tonnage that they hauled and the actual gross tonnage that they were capable of hauling.

955. And the number of hours?—No, hours have got nothing to do with it.

956. But surely the work done per hour would?—No. What I want to ensure is that my people are properly loading that engine.

957. That is all the information you get?—That is my information. That is what I want.

958. And you are satisfied?—I am satisfied with that.

959. You say these figures are got out from the statistical department. You are not responsible for any of these statements?—Not for the compilation of any of those figures, no.

960. Because I get here the miles per hour out of the train?—Yes.

961. And yet I am informed that I cannot get the work done per hour. However, you cannot tell me anything about that?—I am afraid I cannot.

962. With regard to the carriage stock, I understood you to say that you had got sufficient carriage stock with the exception of suburban traffic?—To meet the ordinary requirements, yes.

963. Have you ever had any complaints from Mr. Lucy that he has not time to deal with the carriages properly in the works, because you were hurrying them out?—No. The only complaint I have had on occasion has been when I have had to withdraw the stock from the works at holiday time that he has not got them back quickly enough out of traffic.

964. I am not referring to holiday time?—This is holiday time I am speaking of now.

965. But outside holiday time you have no reason to suppose that Mr. Lucy has not sufficient time to deal with the carriages adequately in the works, and that he has not been pressed to get them out speedily?—He has been pressed to get them out speedily many times, directly the number goes up, and it is a varying number, of course.

966. And is that because you are tightly pressed?—At certain times of the year I am more tightly pressed than at others. Just at present, for instance, the call on the stock is not excessive. It is the winter time. There is not so much travelling and I am not pressed. I can, therefore, afford to let him have more in the shops than I could in the summer season.

967. One naturally understands that there are certain times of the year when you are more pressed than others?—Yes.

968. I am not referring to those times, which, of course, would be few?—It is not so much of a time as of a season. In cold months I could afford to let Mr. Lucy have more carriages in the shops than I could during the warm months.

969. At the present moment he is not pressed?—I am not pressed at the present moment. At the present moment he has quite a nice lot in the shops. I only saw the return a few minutes ago. He has 150 bogies in the shop. That is a high number.

970. At the present time you are quite content to let him have that number off?—Yes.

971. And you are not pressing him to get any out?—No.

972. Are you satisfied with the loads taken by the locomotives?—what I mean to say is that if you had stronger locomotives would you be able to take the bigger loads, or have you sufficiently powerful locomotives for the loads that you require to take?—If I had more powerful locomotives and if the drawgear would stand it, it would suit me to have a heavier load.

973. You could put heavier trains on?—Yes.

974. You have the traffic there to do it?—Yes.

975. Then it would be an advantage for you to have stronger engines?—If the drawgear would stand it.

976. Then I understood you to say this morning that the late running of these trains—I am looking at the moment at the passenger trains—was largely due to the locomotives—I will not say altogether failing, but not doing their work properly, so as to lose either five or ten minutes?—That is so.

977. I notice in this return that there are 1,523 cases due to the locomotive, but there are 1,155 cases due to traffic causes?—Yes.

978. So you see there is not such a very great deal in it; it is higher, but still there are 1,155 cases due to the traffic?—That is so.

979. And likewise here, in the suburban trains, I notice that there are 1,911 due to traffic causes and 1,333 due to locomotive?—Yes.

980. Which is really in favour of the locomotive?—On the suburban lines it is.

981. With regard to transshipping, I suppose Albury is one of your principal transshipping places?—Albury and Wallangarra.

982. Are you satisfied with the method of the mechanical means of transshipping?—No, I cannot say I am.

983. All your cranes are hand worked?—That is so.

984. And not very speedy appliances at that?—No, they are not. A large amount of the work is done by hand, too.

985. You have electrical power quite close?—Yes.

986. Would you not advocate some better means of mechanical transport?—As a matter of fact, a very comprehensive plan was got out some time ago for improving the transshipping arrangements at Albury. It was got out in conjunction with the Military Department, but so far the money has not been found to carry it out.

987. But you are not satisfied?—I am not satisfied. I know it is not up to date.

988. Sir SAM FAY: What do these traffic delays consist of?—Many of the delays, of course, take place on the single lines.

989. You mean crossings?—Yes.

990. Would there be no delays if they are keeping time?—I quite agree, but if you have a goods train, and that goods train has other work to perform, has shunting work to perform, and the staff take a little longer than laid down for them, it at once upsets a crossing, and once you upset a crossing it is very difficult to recover.

991. That would not apply to these suburban trains, would it?—No, not the suburban.

992. What are these particular traffic delays?—A large amount of the delays on the suburban line are caused by side-door carriages.

993. What do you mean by side door?—The ordinary compartment carriage.

994. But you can load and unload quicker?—It is a question of shutting doors.

995. By the staff?—Yes. You cannot see in those carriages when a person is going to get out and when they are not. With a car you can look right through the car. You cannot see through a side-door carriage. That is one of the principal causes.

996. What you mean is the guard is afraid to start the train because he is not sure whether the people have got out or in?—That is so, the guard at one end and the man in charge of the station at the other.

997. Are not your electrical cars that are being built now running on the North side?—Yes.

998. How many doors have they got?—They have two double doors and two single.

999. A double door in the middle and a single at each end?—No. It is a single door in the guard's compartment and then it has two double doors and a single one in the middle.



Witness—C. A. Hodgson, 16 July, 1924.

1000. You anticipate less trouble with that, do you?—Yes.

1001. It seems an extraordinary record for delays of that sort. Is there any other cause?—As a matter of fact, although the number sounds rather large there, the number of trains run is very great. It is only, after all, 6 per cent. of the trains. I think 94 per cent. were to time and 6 per cent. late.

1002. Yes, taking the suburban service as a whole, it is not a bad record, but with regard to your through trains, interstate trains, do you say that the main source of delay there is at crossings?—With the interstate train the main cause of trouble is locomotive trouble. That return is not on interstate trains. That is all our through trains.

1003. Take your through trains, are those delays crossing delays?—Very largely.

1004. What would be the other delays besides crossing delays?—Some of those delays would probably be caused by short platforms, the trains having to pull up twice. That is rather a prolific source of delay, especially when the traffic is congested.

1005. Going back to the evidence you gave this morning with regard to the interstate trains and the berthing arrangement, I would like to ask you one or two questions about that. Do you get a return of the number of berths occupied in each of those trains?—No.

1006. Is that ticket-issuing office under you?—Yes.

1007. Under your control?—Yes.

1008. Are there any berth tickets issued on the trains by the conductors?—No.

1009. None?—No. If a passenger wants to join a train, of course, he could not join an interstate train because they would not take him, but if a mail train, a man comes along to the conductor and the conductor has then to send him to the booking office to get a ticket.

1010. You mean that if I turned up on one of your interstate trains without a ticket, and there was a berth empty, I could not get it?—You could get it as long as you buy the ticket.

1011. I have my ordinary ticket, and I have not got my berth ticket. Who do I get my berth ticket from?—The conductor will advise you to get your berth ticket at the booking office.

1012. He would send me to the booking office?—Yes. There are cases, I admit, where the conductor says, "I will get your ticket for you," but he has not got the ticket to give you; he has to go to the booking office to get it.

1013. You have no record of the actual number of berths occupied on these interstate trains?—We have an actual record.

1014. I thought you said just now you had not?—No. You asked me if I had a return. We have the record in the diagram.

1015. What diagram do you mean?—The diagram of the car. Every car has a diagram which has to be entered up.

1016. Do you keep that every day at your office?—Yes.

1017. Showing the number of berths occupied on all these interstate trains?—Showing the berths that are occupied and the number of the rail ticket and berth ticket they hold.

1018. Does that apply to your mail trains, too?—Yes.

1019. Who checks that with the cash?—That would be done by the auditor.

1020. The traffic auditor?—Yes.

1021. Do those returns go to him?—Yes.

1022. Could you give us a return for last week of the number of berths available and the number of berths occupied in your interstate and your night trains to the country?—Yes.

1023. Showing exactly those that were occupied and those that were unoccupied?—Yes.

1024. Where do you concentrate the applications for berths that come from this office, and I suppose from the country as well?—Challis House.

1025. Where is that situated?—The city ticket office, Challis House, Martin-place. That is for the down journey out of Sydney.

1026. What happens in the other direction?—At the up station, it is at the station at which the diagram is held. That varies according to what the service may be. For instance, the up express from Brisbane is held in Brisbane. That is from Wallangarra. The up express from Albury is held at Melbourne. They send the diagram by the preceding train; the 4 o'clock train from Melbourne brings the diagram to Albury. Then Albury makes a note of any berths that may be vacant in case he gets any requests for them, and then each of the diagrams is handed to the conductor of the car.

1027. As far as the interstate trains are concerned, there is very little chance of anyone in New South Wales taking advantage of it coming from Melbourne or coming from Brisbane?—That is so.

1028. They have to take the following train?—Yes.

1029. I should like to ask you one or two questions about the rates. First of all, as to the classification; has that classification been altered of recent years?—To a certain extent, yes.

1030. But in the main, is it the same classification as has been in existence for a long time?—Much the same, yes. There have been various changes made.

1031. What is the general basis of the classification?—Originally it was supposed to be on the value of the article.

1032. What the traffic would bear?—Yes.

1033. That is the general basis, is it?—Yes.

1034. And your lowest rates are for manure?—Any manure, yes.

1035. And coal?—Yes.

1036. And your miscellaneous, then hay, straw and chaff, then your grain—they are about the same rates?—They are much the same rates, yes.

1037. And the general idea is what the traffic will bear?—That was the original idea.

1038. Not the cost to you of conveyance?—No.

1039. Did not whoever compiled this classification have some regard to the development of the country?—I presume it was so. Of course, I am speaking now of many years ago. That classification was got up long before I had anything to do with it.

1040. Have you had many complaints with regard to the classification?—No, not with regard to the classification.

1041. They complain of the rates, I suppose?—They complain of the rates. They all want them lowered.

1042. Have you got out in any shape the cost of conveyance of these various articles?—No.

1043. The actual cost of running a train, for instance, supposing it was composed of nothing but one article?—Yes, I have done that. I have done that in particular cases.

1044. Could you, without any difficulty, get out the actual haulage costs; of course, one knows that to do any business at all a railway has to provide its line, station, signalling, rolling-stock, and so on in order to do anything in the shape of business. If you get a few extra trains it does not make very much difference to your actual cost?—You only want the running cost then.

1045. Would you get out a statement showing what it costs of haulage—I mean actual cost for haulage of a train composed of nothing but wool, assuming that the train was up to its maximum weight—you would have to do it in conjunction with the Locomotive Department, I know?—Oh, yes.

1046. What I am getting at is the actual haulage cost, that is to say, wages, coal, oil, and any incidental expenses that may be connected with it. Could you get that out?—What about maintenance of lines?

1047. Nothing to do with it. You have to maintain your lines to do any business at all. I mean for this particular purpose. I want to realise what your rates are



giving. Could you do the same with regard to coal, assuming the train was filled up to its maximum capacity, and you would have to put in the haulage of the empties back again?—That is where the difficulty comes in, to know what empty haulage to put in.

1048. You put in the same number of trucks that you took away?—That would not cover it, because they do not always come back empty.

1049. That is all to the good, so far as you are concerned?—Yes. Am I to assume that they all go back empty, both for the wool and the coal?

1050. Yes. In coal, you know they do?—No, I do not. A lot of coal we haul in trucks and we bring the wool back in them.

1051. That is not in accordance with your statement. You distinctly stated that all your coal means a return of the trucks empty?—Oh, no. If you are dealing with the shipment of coal in hoppers, yes. If you are dealing with a shipment of coal in hoppers, the hopper has to go back empty.

1052. In asking you to do that I was not talking about sending coal to some station for local consumption; I was talking about your main traffic, which is about 7,000,000 tons a year for shipment?—There again we have the private owners' trucks.

1053. But you were telling us this morning you had not down here?—I might be able to get it down here. Of course, there again our locomotive coal and shipping coal is all brought by the same train on the South Coast.

1054. Taking the Newcastle area, whether the trucks belonged to you or not, you have to take them back again empty?—Yes.

1055. If you take the coal conveyed to Newcastle for shipment and the cost of the haulage of your empty train back again, that would give it, would it not?—That would give it.

1056. Could you do the same thing with regard to agricultural machinery, assuming again that you have a full train?—I take it what you want is the cost, and you want to know the revenue we get from the train.

1057. We can find that out afterwards. If you give me the actual cost in conjunction with Mr. Lucy of the pure haulage we could form some conclusion as to what your rates mean as compared with your cost?—I had better give you the cost per ton.

1058. You give it to me in my own way, please. I want the actual cost of wages, coal, oil, and so on?—Yes.

1059. The haulage cost solely?—Per train?

1060. Yes?—A complete train?

1061. From a given point to a given point?—Then you want to know what net tonnage that train will haul?

1062. I want you to assume that the train is up to its full capacity?—You want to know the net tonnage of the whole of the train?

1063. I do?—Of course, that will vary with the commodity.

1064. And could you do the same thing with live-stock?—Yes, I think so.

1065. There, I suppose again, you would have the empties back again?—Yes, almost every time. I shall have to take the total mile.

1066. You must take it, of course, where you have really got a traffic passing of some volume, your main business in connection with each of those particular lines?—Yes. I could get out, for example, the cost of running these trains from Harden to Goulburn. That is a locomotive run on the southern line.

1067. I wanted the thing right through to its ultimate destination; I do not want it in bits. If you are taking a shipment of coal?—A shipment of coal I shall have to take from the various collieries to Newcastle.

1068. You are bringing wool to Sydney?—Yes.

1069. Throughout the run to Sydney, wherever it comes from?—Yes.

1070. I want to see how far your rates really approximate to the cost you are put to as a haulage cost?—Yes.

1071. Then, as to coaching traffic, have you ever got out what the revenue is on these inter-state trains compared with your cost?—No, we have not.

1072. Could you get that out?—Yes, I could do that. Of course, the charge for the inter-state journey is regulated by the sea competition, and we are charging as much as we can get.

1073. I want to look at your cost in doing it, if you could get out the cost of working that service?—In connection with that there is a considerable cost at Albury in transshipping.

1074. Transshipping of passengers?—Yes, and mails. That is not actually a running cost.

1075. Give us the running cost. We will not complicate it. Let us have it as a clean proposition. We can estimate the other pretty well?—Yes.

1076. You are not taking anything free for Government departments, or for the shires, or the road authorities to any extent; you have given me a list, but it does not amount to much?—Very small.

1077. What you convey free in rates is negligible, is it not?—Yes.

1078. The carriage of mails is a subject of contract with the Federal Government, is it not?—It is a subject of an award really by the Inter-State Commission. It went to arbitration. The Inter-State Commission settled it.

1079. But does not the Federal Government control it?—The Federal Government, of course, controls the Post Office.

1080. Then your agreement is with the Federal Government?—The agreement is, yes, but the rate was fixed by the Inter-State Commission. The railways could not agree with the Postal Department, and it went to arbitration and the Inter-State Commission settled it.

1081. Anyway, the Federal Government pay for it?—Yes.

1082. And it is on a basis of actual carryings year by year—you take a test of the carrying?—Yes.

1083. Every year?—No, every four years, which is to be reduced to two. Up to now it has been every four years. That is where they have had the whip hand.

1084. Do you mean the traffic is growing and you are not getting any more money?—They pay on the start of the period.

1085. Anyway, when you get at the end of a period you get credit?—Not for anything we have carried in the past. It will only be for the next period.

1086. You cannot anticipate things very well?—No. We might even up between the two weighings, but they will not allow that.

1087. You say here in one memorandum you have given me with regard to the traffic you convey, that a large proportion of the traffic is conveyed at particularly low rates. You say that coal, coke, and shale represents 51.01 per cent. of the total tonnage, and ores, fruit, grain, hay, &c., 31.84 per cent?—Yes.

1088. You say that leaves a balance of 17.15 per cent. of the total tonnage hauled which returns a profitable revenue, and this latter item represents 2,313,259 tons out of a total tonnage of 13,000,000. You do not suggest that the whole of your revenue is got from 17 per cent. The way you have put it would merely mean that you are carrying all this other goods traffic at cost, and that you look to 17 per cent. of the total tonnage?—To pay our interest, practically.

1089. Surely that is not so, is it?—I think it is largely so.

1090. You see what it means, that 5 per cent. on the total money expended on the railways of New South Wales is paid for by 17 per cent. of the total?—Yes.

1091. Do you really mean that?—Of course, for example, our second-class goods are paying six times as much as our miscellaneous.



Witness—C. A. Hodgson, 16 July, 1924.

1092. What sort of basis have you got that out upon, because unless you have taken out the cost of running your trains?—We have not.

1093. How can you arrive at whether you are carrying that traffic at a loss or otherwise?—We are taking our total cost, not our hauling cost. Our total cost includes all overhead charges.

1094. Have you based it, first of all, on the whole of your tonnage and then taken your haulage costs, or how is it arrived at?—You can only arrive at that figure by taking proportionate amounts received.

1095. Are those statistical figures, or your own?—Those are largely statistical figures, I think.

1096. I do not know whether you are responsible for those or not. Of course, it is a very startling statement to make?—Yes. These figures were taken from the annual report.

1097. Do you believe that to be true?—I think it is largely true. I would not like to say that on that 82 per cent. we do not get anything towards our interest. There is no doubt we have to look to the high class traffic.

1098. The way it is put here by whoever put it is "This therefore leaves a balance of 17·15 per cent. of the total tonnage hauled which returns a profitable revenue," the suggestion being that the other does not return a profitable revenue?—Of course, as a matter of revenue, it pays the whole of the working costs and the whole of the overhead charges and the interest, and any traffic which only pays the working cost, plus the overhead charges, we should not look on as a profitable revenue, because there is no profit.

1099. If this is correct, it means that you convey all the minerals, the miscellaneous traffic, the fruit, the grain, hay, straw and chaff, and coal and coke at cost price?—Practically so.

1100. All the rest of it you look to as being available for paying interest on the capital?—That is our A B C, first and second, and those are our book rates, of course.

1101. What sort of an answer have you got to people who are classified in 1, 2, and 3?—It has been done absolutely on purpose. It has been done for a particular reason. It has been done in order to encourage people to go out in the country and produce. We have cut down our grain rates, we have cut down our hay, straw and chaff rates, our crude ores which they have to mine in the country—we have done it deliberately—and we expect the other traffics to pay for developing the country. It is a very good policy.

1102. The other traffics being live-stock, wool?—Well, wool is not a very high rate.

1103. I suppose your wool rate is based on what it will bear?—The wool rate has a long history.

1104. Is not that really the basis of it—what it will bear? Not exactly.

1105. It does not cost you much to convey it?—No. The wool rates were really made at a time of very keen competition between the various States. They used to canvas in each other's State to try and get the wool traffic, and that went on for many years.

1106. That would rather tend to make the rates low, would it not?—It did.

1107. Do you consider your wool rates to-day are low?—I think they are quite reasonably low compared with the value of wool.

1108. You are coming round again to the value of the article—what it will bear. That is really the basis of it?—That is so, undoubtedly.

1109. I am not saying you are wrong in this; we want to get the facts, that is all. We can draw our own conclusions when we get the facts from you. The rates you are charging for fruit, you are charging for so much per case in a great many instances without reference to distance?—That is so.

1110. There, I suppose, you would say you were conveying it for absolute cost or even less?—Yes. I do not think we make much out of it, but that is a deliberate policy to try and get the grower and the consumer into direct contact and cut the middle man out.

1111. Have you not got some differential rates for fencing wire and other things?—We have rates for articles made in the Commonwealth as against those which are imported, and we also have concessions which we grant on export business.

1112. But under the Act appointing the Commissioners, are you not debarred from charging a difference in rate for the same article between the same places?—No, I do not think so. I do not think it would apply in that case. As long as everybody can get the same rate, we cannot individualise.

1113. You are charging a different rate to a man who buys fencing wire in Sydney?—Yes.

1114. To a station in the country, if it happened to be manufactured outside this State?—That is so.

1115. Although it may come from the same warehouse in Sydney?—That is so.

1116. Precisely the same article?—That is so.

1117. Conveyed under the same conditions?—Yes.

1118. To the same place?—Yes.

1119. What is the underlying principle in that?—To encourage the local manufacturer.

1120. Is not that rate taking the place of a tariff, or an addition to the tariff?—Is there a tax on the imported article?—Yes.

1121. Then you take the place of the State in putting on a further tax?—Of course, the customs tax is a Federal tax.

1122. The Federal Government tax the article coming in?—Through the customs.

1123. And you charge more for conveyance on the railway?—Yes.

1124. That is a State tax?—That is really a State tax. It is to our interest, of course, to encourage the local industry.

1125. I am not arguing; I only want to arrive at the facts?—That is so.

1126. Do you get many complaints about that?—No. We had some pretty strong complaints when we said we were going to knock it off. I believe there have been one or two complaints with regard to the higher rate that has been charged on the imported article, but I know when it was suggested knocking it off there were some very strong complaints made.

1127. You mean the manufacturer here complained?—Yes.

1128. It really amounts to this; that the Commissioners have put themselves in the position of the customs, have they not?—Practically so, yes.

1129. Although the Federal Government have taxed it previously?—Yes.

1130. This is the thing as it stands at page 19: "Subject to the provisions of this Act, all such tolls shall at all times be charged equally to all persons and at the same rate whether per ton, per mile or otherwise . . . in favour of or against any particular company or person travelling or using the railways." Do you not think that you are debarred from making a differential rate?—We have decided that we are not, with regard to that particular scheme any more than we are when we make an allowance on quantities.

1131. But then you would make an allowance to everybody?—Undoubtedly. So we would here to everybody who produced the local article.

1132. You are differentiating between one man and another, because he has a thing which was not produced at the same place. That is what it means, is it not?—We will give that concession to any man manufacturing in Australia.

1133. It says here you must not give a reduction in favour of or against any particular person. Now you are giving a favour to a local manufacturer here as against a person here who is selling an imported article, are you not?—That all depends on who is paying the freight, of course.



1134. But you could not differentiate between the consignees and the consignor?—Anybody in that case could get that rate if he liked to buy the local article.

1135. How do you know whether it is an imported article or manufactured?—They have to declare it.

1136. Is this the only case where you do this?—No, there are others. I think you will find that wine is one of them. Locally-made wine is charged at a cheaper rate than imported, though there is no actual difference in the method of dealing with it.

1137. Same sort of consignments and same conditions and it does not cost you any more?—No, it is done purposely to encourage local industry, and as far as I know we have never had it questioned. We have had complaints, but apparently nobody is game to take it up.

1138. You are making a distinct difference between the conveyance of an imported article and one manufactured here?—Yes.

1139. When I asked you to get out the cost of the trains I am not sure whether I gave you grain?—I will put in grain.

1140. Have you had any complaints with regard to the live-stock rates?—Yes. The charge is so much per truck, and there are two sizes of sheep vans, the smaller of which is being done away with. I think now there are about 300 small trucks.

1141. When trucks are ordered are they ordered for a number of sheep?—No, just the number of trucks.

1142. You do not specify the number to be conveyed, but leave it to them to put in as many as they like at their risk?—That is so.

1143. Do you undertake to water and feed animals en route?—No. Generally speaking, it is not done unless the journeys are very long, and in that case we advise the people that the stock will have to be spelled, and they make arrangements with some local man to look after them.

1144. Do you pull the train up to water the stock?—Yes. When they have to be spelled during long journeys they are unloaded at some suitable place. There is no law here which compels the cattle to be fed en route.

1145. Is there not a good deal of suffering on the part of the animals?—I do not think so. We used to get a lot of complaints, and that is one of the reasons that we have made the alteration, and I think the trouble has now been cured, judging by the letters we receive. I do not think the animals suffer now. The worst time for them in regard to water is the hot weather.

1146. Of course there have been some pretty strong representations made in England and elsewhere of your methods out here, but you think you have cured it?—I do.

1147. As far as checking is concerned, goods accounting and that sort of thing is dealt with by the traffic auditor?—Yes.

1148. And your warehousing is not of a very extensive character?—That is so.

1149. Are you responsible for the figures which have been got out as to the losses on recently-constructed lines?—No.

1150. Do you find very much road competition?—We have had a certain amount, but not as much now as previously. I think that is largely owing to the bad roads. We might feel it more with better roads. I know motors were being run to Bathurst, but owing to the state of the roads it did not pay them to go. One thing that helped the motors was the freight rates for petrol to the country. We found they were taking it and bringing back produce. When we very considerably dropped our rates that stopped it.

1151. The most effective way is to give a good service yourself so that people will not be induced to put on motor-cars?—There is always the advantage of delivery at your door, and we have no delivery in country towns.

1152. In the compilation of these rates have you paid

any regard to the heavy gradients?—No. We simply make the mileage rates applicable to the whole of the railways without regard to gradients or destination.

1153. With regard to passenger rates, you are charging outside a radius of 35 miles from Sydney and 35 miles from Newcastle rates which are double per mile?—They are not double the suburban rates. The second single for 10 miles suburban is 10<sup>1</sup>/<sub>2</sub>d., and the other is 1s. 6d.

1154. Is the justification for that that it has always been so?—To a large extent, yes. As a matter of fact these very small mileages hardly affect the travel at all, because there are hardly any tickets issued. The difference is not so great with greater distances; 50 miles is 8s. 10<sup>1</sup>/<sub>2</sub>d., as against 7s. 4d.

1155. Do you see any justification for charging a passenger who travels 50 miles in the country double what he would pay for travelling 50 miles within 35 miles of Sydney?—Of course, it is a very much more expensive proposition to us, because it costs so much more to convey him. On account of the loading we can run our suburban trains at a very cheap rate, but in the country we do not get the loading. We can actually run cheaper per passenger in the town than in the country.

1156. Take the case of a passenger who has to travel in a mixed train. Do you suggest that it costs more to convey him in the country than in the suburbs?—We might take six passengers in the mixed train and 600 in the suburban, though I admit there is a certain amount of goods traffic. The passenger does not get greater comfort on a mixed train.

1157. Have you any idea what it would mean if you made the country rate the same as the town for passengers?—It would mean a terrific reduction, absolutely more than we could face.

1158. You are not charging the same rates per mile from here to Melbourne as you are to Albury or Wagga?—That is so.

1159. If a man travels from here to Wagga he is paying practically the same fare as if he went to Melbourne?—Oh, no. If he went to Albury he would not pay quite the Melbourne fare.

1160. You said you would lose money by compiling through fares on the basis of your suburban scale. Would that be so, having regard to the reduced rates that you are now charging to Melbourne and Brisbane?—Of course, we would not lose that on the interstate passenger, but we would on the passenger travelling within the State. I am not sure, but it might affect us in regard to whether our mileage proportion would work out at more than our local rate. The basis of the interstate fares is largely steamer fares.

1161. Are they charging less per mile in Victoria as between Albury and Melbourne than you are?—I am not sure, but, of course, the Victorian railways altered their rates considerably with ours.

1161A. Anyway you think that you could not face the reduction of these country passenger fares, and put them on the same basis as your suburban fares?—It would be a very serious reduction, because it would not be confined to passengers travelling between two points in the country. At the present time if a passenger travels to a station 60 miles from Sydney, and pays for the first 34 miles at the suburban rate, and the balance of the distance at the country rate, he could go right through at the suburban rate. Every passenger travelling to or from Sydney outside the point of the 34 mile limit would get a reduction which would increase with the distance.

1162. When did you first raise your fares?—In August, 1917: 10 per cent. on suburban scale, country scale and periodical tickets. It was raised a further 7<sup>1</sup>/<sub>2</sub> per cent. on 1st November, 1918, and on 1st January, 1920, it was again increased. The difference between the pre-war rates and those charged now are shown on the paper on the document in the possession of the Commission. As to the suburban fares in 1913 there was no regular



*Witnesses*—C. A. Hodgson, 16 July, and R. L. Ranken, 18 July, 1924.

1163. You have gone up from .5d. per mile to 2d. for the first mile, a penny afterwards, and after that three-farthings?—Yes.

1164. And in regard to your country railway stations from 1 to 100 miles you are charging 1½d.?—Yes, as compared with 1d. under the pre-war rates.

1165. So at the present time you are charging, if anything, a little more than you were before as between the suburbs and the country?—I do not think there is very much in that.

1166. Is there any difference in your charges for goods traffic in the suburban area?—No, we are charging the same all round. The only difference between the suburbs and the country is the passenger fares; that has always been so, though it leads to all sorts of anomalies.

1167. But the loss is greater than you can stand?—Yes.

1168. Did you not raise those passenger rates in the country before you increased the rates in the suburbs in 1917 or 1918?—No, it was 10 per cent. all round at the same time. That is the first increase after the war started. Early in 1914 we did raise the country 5 per cent., but not the suburban.

1169. What was the idea of that?—Trying to get a little more money. It is true that we had more passengers in the suburbs than in the country, but a 5 per cent. increase was so small as hardly to be felt in the country.

1170. What sort of facilities do you give country people for excursions?—We give them excursions at Easter and Christmas, and on three other occasions during the year to Sydney, while they can go to other places if they like. The excursions follow the ordinary fare in so far as that some tickets are issued at single fare and some at single fare and a quarter for the double journey.

1171. Do they bear any relation to the excursion rates you charge from here to the country?—To a certain extent. The week-end excursion fares charged here at the single fares for the return journey. We do not charge week-end fares in the country. We did start it, but it did not work. When they did their shopping here they took their goods back as passenger's luggage.

1172. You said you were not satisfied with the arrangements for transshipping. Is there any considerable delay with respect to that?—Practically none with anything that really matters.

1173. Do you not sometimes get a lot of stuff to transship at Albury?—Yes, sometimes a heavy lot of fodder, but there are agents here who do the transshipping. They provide the labour.

1174. Do you mean to say that traffic consigned from Victoria to New South Wales or Queensland is taken charge of by agents for the purpose of transshipping?—Yes. The stuff is largely consigned to the agent for forward.

1175. Is there anything gained by that from a public point of view?—It is preferred.

1176. They must make something out of it?—They do, not in rate, but I think they are able to watch the market better.

1177. Here is traffic coming through an imaginary line at Albury, and you have agents there to accept traffic coming from Victoria here or going from here to Victoria?—Yes. I think you will find that when the traffic leaves its destination nobody knows where it is going.

1178. Surely that would only apply to a certain proportion of the traffic?—That is so, but it is a fair proportion. I am speaking principally of fodder. They unload the trucks at Albury, and reload without cost to us. It is a local rate to Albury, and then it is reconsigned.

1179. Does not that cost more?—Probably not, because the interstate rate would not apply except to Sydney, and this stuff is not going to Sydney. In the case of stations inland they pay the sum of local rates.

1180. Is there the same difference between your goods rates interstate as there is between your passenger rates?—No.

1181. You are charging purely local rates?—Not to Melbourne. We have special rates that we quote to Melbourne. That is owing to the sea competition.

(Witness retired.)

(The Commission adjourned.)

#### EIGHTH DAY.

FRIDAY, 18 JULY, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

COMMISSIONERS:

Sir SAM FAY.

Sir VINCENT L. RAVEN.

ROBERT LIMOND RANKEN, Engineer-in-Chief for Existing Lines, New South Wales Government Railways, sworn, and examined:—

1182. Sir SAM FAY: Your jurisdiction extends to all existing lines?—Yes.

1183. And includes any duplication and extension of same?—Yes. All extensions to existing lines. Anything in the shape of a new line as such comes under Construction Branch—under Mr. Hutchinson. I have nothing whatever to do with that. I might say that plans of station-yards and bridges, or anything like that, are submitted to me before they are constructed.

1184. Is there anything in the shape of transfer from your department to the Construction Branch in respect of rails or materials and so on?—Yes. The supply of rails. I arrange the contract for rails for both my branch and the Construction Branch. The Commissioners, of course, arrange the contracts with the Broken Hill Steel Works or Hoskins Limited for both the Construction Branch and the Existing Lines Branch.

1185. How about material for bridges, and so on?—We manufacture bridges for the Construction Branch, and we would continue to do so if our shops could do it, but recently we have had to let contracts for them—for several bridges, but that is only because the amount of work is more than our shops can hold.

1186. Then the work of the other Chief Engineer for new works is confined to earthworks and construction, but not to the purchase of material?—That is so, as far as rails and sleepers are concerned. Of course, he carries out the designs for bridges and we work to those designs.

1187. Have you any voice in the design of the new lines?—Yes, simply as far as station arrangements are concerned.

1188. Have you any voice in the bridges?—The bridges are designed to the loading we adopt.

1189. Are you consulted?—No.

1190. You consult the Commissioners, of course?—Yes. There is a transfer of costs in connection with all the materials handed over to the Construction Department.



1191. Who checks that—anything that you transfer that is in your books?—Take the rails, for instance. My inspector passes them. That is, new rails. We do hand over a certain amount of material taken out of existing lines—second-hand rails. We are doing that. We have done that.

1192. That is, I suppose, main road rails and put into pioneer lines?—Yes.

1193. The figures in connection with that go through your own accountant?—Yes, my accountant puts the transfer value of the rails on that.

1194. Is there any checking of your accounts at all—anyone outside your accountant?—The account goes through the Chief Accountant, of course, but no other.

1195. He does not check them, does he?—No. We have an architectural staff of five men. They are all-round men who can do architectural work. It comes under the Principal Designing Engineer. We do not call them architects, but they are architects. They do architectural work in connection with station buildings, and all that sort of thing, or alterations and additions.

1196. You are responsible for the coal-mine?—Yes. I am responsible for the mechanical side of it. The Superintending Engineer, during the developmental work, is responsible to me for the proper installation of the necessary machinery. He is an experienced coal-man. He is not the man below ground. The mine manager would be below ground.

1197. Does he look after his own machinery or does your man?—My man looks after the machinery below ground, and eventually when we get all our electrical gear in operation he will be the man responsible for the upkeep of the machinery—the electrician. The accounts of the coal-mine come under my accountant.

1198. You give the lengths that your gangers are responsible for—it is fairly long, is it not?—Yes. In places it is on the pioneer lines. Are you referring to the three men attending to the 10½-mile length?

1199. Yes?—They do their job. It may appear long, but if a man is attentive and methodical he can get through the work all right with the light rail; that is, with the 60-lb. rail. It is not a very heavy section.

1200. You have to go a pretty long way for ballast for your Sydney area?—Bombo quarry. All the volcanic dykes have been exploited nearer Sydney. We find Bombo is a very economical place with the vertical strata.

1201. Are you re-ballasting the Sydney area?—Yes.

1202. I notice you are pretty short in some places?—I suppose you saw the sections that have been opened up for cleaning out the ballast for the electrification.

1203. Take between here and Parramatta, there seemed to be some sections there which looked to me to be fairly thin in ballast?—We did not complete our last year's ballasting programme, because I am taking so much ballast for the electrification, but the men soon let me know if there is anything at all doubtful about the road. Of course, we are clear of the sleepers. We have to keep our sleepers clear of ballast.

1204. I notice your sleepers are very short compared with the general rule throughout the world?—Well, we reduced them from 9 feet to 8 feet. We used to have a 9 feet by 10 x 5, but it is considered economical to reduce it to 8 feet. We found no difficulty about it. We knocked off a foot straight away. We found that the deflection of the sleeper was simply working the ballast out. The last 6 inches of the sleeper became useless so far as supporting the rail is concerned.

1205. You have got your sleepers fairly close together?—18 to 40 feet rail, 2 feet 6 inches.

1206. And you stagger your joints?—Yes. That means a joint every 20 feet.

1207. The line would appear to be rather noisy. Do you think that is accounted for by having a joint every 20 feet?—I do not think so. Do you mean the corrugated rails?

1208. No, I am referring to the ordinary running?—No, it has not struck me that way. I do not think that would affect it.

1209. It is 20 feet instead of 40 feet?—I think it is always more noticeable. My experience is that if you are on the square-jointed road you hear the knock-knock far more clearly—if our joints are noisy my fitters ought to be doing more work I think.

1210. Have you got a yearly programme of renewals—absolute renewals?—Yes.

1211. I do not mean a programme limited to one year, I mean over a series of years?—No, just the year. I submit every year the requirements for the following year, based on personal examination by the responsible officers, if possible—that is, my divisional engineers, and next to them their chief inspectors.

1212. You give a very long life to your rails. I suppose that is the result of your experience here?—Yes. Are you referring to eighteen years?

1213. It is the other figures that rather staggered me—the forty years?—That is so, that is the life of those rails. Of course, these figures were taken out from actual renewals. They are really the past life of rails. I think you would rather have had my estimate of the future life of the rails.

1214. Your experience of the past will be about the same that is, the 71½ lb. rail for instance; was that on the main line here?—Yes. There is a lot of 71½ lb. rails to the north of Armidale—between Armidale and Walangarra on the north-west, and between Boggabri and Narrabri. Of course, the traffic is not very heavy there, but those rails have been there forty years, and I am sure some of them will be there another forty years. We have had them analysed, and there is only 1½ per cent. of manganese. They are splendid rails; but there is nothing to show that in places where the traffic is light they will not last—well, I do not know how long—so long as we keep the timber in and keep the joints up. They do not get much rust up there, nor on the New England tableland, and out west none at all practically.

1215. Are the ones you are getting now as good as the old ones?—Yes. The funny part about the 71½ lb. is that they are the same weight as when they went in. We have had some come out heavier than when put in, but that, of course, must be a clerical mistake. There was a rail the other day with forty years' life, and it only lost ½ lb. The item in the estimate of expenditure for last year—"provision for writing down capital account"—is this; take a concrete instance. There is a carriage shed now in the Sydney yard which has to be taken down, demolished, and rebuilt in connection with the city railway. The original cost of the existing carriage shed will be debited against working expenses. That is what we call writing down the capital account.

1216. You have given the actual maximum loads here; are they the weight of rail or on the bridges, you have got a lot of 14 tons I see?—Yes.

1217. Is that by reason of the rail track or the bridges?—The track.

1218. You have nothing on your main line between here and Albury which is down to that?—No, they will carry all N.N. class engines.

1219. And your lines to Newcastle and Grafton?—Yes.

1220. When you get beyond Grafton you have a pretty low weight of rail?—Sixty lb. If the line is made through Kyogle as the main line to Brisbane we will have to re-lay. That has been provided for in the estimates.

1221. Speaking of the main line generally, you are up to about 20 tons per axle?—Yes, and as far as Orange on the west. Of course, those engines do not run on the west.

1222. You give the maintenance cost per track per mile?—Yes.

1223. It varies from £504 to £1,412. What is the particular feature of the Hornsby to Milson's Point line—



Witnesses—R. L. Ratken, 18 July, and F. C. Garside, 21 July, 1924

£1,400 per mile?—We have had heavy repairs recently on the Milson's Point line. It is short—1 in 50 grades—and fairly sharp curves and pretty constant traffic. That is a line that is going to be electrified.

1223A. Will you have greater maintenance costs after electrification?—I think our maintenance costs will be heavier.

1224. It would naturally be so if you get a more frequent train service?—Yes.

1225. Is that the only reason?—I think the electric rolling stock tends to disintegrate a road more than steam.

1226. Do you mean the low centre of gravity?—Yes.

1227. I assume these figures are based on your actual experience?—Yes, they are actual instances.

1228. When you come to the pioneer lines you get down to just over £100 a mile?—Yes. I have particulars if you will allow me to revert to the Milson's Point line: relaying £318, fettlers £512, bridges £80, station buildings, £338, and supervision £106, making £1,354. Those are the main charges for last year.

1229. They will not recur?—No.

1230. So that those figures do not really mean your average cost?—That is not the average. This was based on last year—based on 1923.

1231. Sir VINCENT RAVEN: I understood you to say that as far as new constructional work is concerned it is not under you?—That is so.

1232. To what extent were you consulted before a new line was constructed I was not clear; are you consulted at all with regard to gradients and curves and that sort of thing?—No, but of course the Commissioners are consulted.

1233. The question of gradings and curves would not really be a proper one to put to you; of course, your lines are full of them?—Yes.

1234. In going over them there are many places in which it would appear that some of the gradients and curves might not have been as bad as they are?—Some of them are very bad—Tarana to Oberon. Of course, we had to convert a special engine to run on those. They are laid with cheek rails all through. I am not consulted about lines like that. The Public Works Committee reports to the Government, and if the Government says a line has to be built, of course it is built. The Commissioners have a say, and they report as to what they consider to be the financial aspect of the line. My position is that when the line is finished I have to take it over and run it. I naturally do not look forward to taking over lines like that.

1235. Of course, the effect of gradients and curves are an ever-lasting uneconomical cost?—Absolutely.

1236. And such questions require very careful consideration as to whether you should not spend a little more to begin with than have to bear permanent costs afterwards?—Yes. I have nothing to do with that.

1237. With regard to the weight load per axle, do I understand you to say that it was the rail that governed that, or the bridges, or both?—Well, it would be both.

When I said "rail," I really meant on the pioneer lines, that are unballasted—what we call earth ballasted lines, and it is not really rail. I was wrong in saying that; it is the general construction of the line.

1238. So far as your main lines are concerned, the ballast would not apply?—No.

1239. Only the pioneer?—Yes.

1240. So far as your main lines are concerned you have not restricted the weight of engine design?—Not generally.

1241. And you go up to 20 tons an axle?—20 tons 7 cwt.

1242. Have they ever asked for anything more than that?—Yes, we are making provision for more than that. We are making provision for the Cooper E.50.

1243. With regard to the electric motors running over your lines and the wear on the railway, would not the extra wear be largely due to the acceleration and deceleration and constant application of the brakes?—Yes.

1244. Apart from the low centre of gravity?—I could not say which is going to hurt the most. I do say that a low centre of gravity injures the road.

1245. If it is an electric locomotive you do not say it would do any more harm—in fact, less harm than a steam locomotive?—Yes.

1246. It would do less harm?—The injury would be done by the acceleration and deceleration and the application of the brakes, but I do not think if the electric locomotive is designed with a reasonably high centre of gravity we would have that peculiar wearing of the rails which is taking place in Victoria now.

1247. You would not agree that it would have a less wearing; you have got a rotary motion instead of a reciprocatory motion.

1248. Which is a hammering motion all the time on the rails?—Yes.

1249. It is largely due to the multiplication of the working unit on the train—in the multiple unit?—Yes.

1250. Really half your motor coaches have a moveable mechanism?—Yes.

1251. With regard to those rails—forty years old—the 7½ lb. rails, I presume that as they get older you move them on to other sections of the lines where there is less traffic?—Yes, that is the intention. We are doing that now. We have laid some sections, and instead of putting in the light 60-lb. rails we have put in 80 lb. recovered rails.

1252. What staff have you got in connection with the mechanical side of the coal-mine?—There is the superior tending engineer, the underground manager, and, I think, about 500 men. The total number of men employed on all operation is 556, of which number 119 are miners engaged on coal production. That is practically the whole of the staff.

1253. Do you consult with the Chief Mechanical Engineer at all about mechanical matters connected with it?—Yes. I get the benefit of his advice whenever I want it. He is very good to me—Mr. Lucy—in that respect.

(Witness retired.)

#### NINTH DAY.

MONDAY, 21 JULY, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

COMMISSIONERS:

Sir SAM FAY.

Sir VINCENT L. RAVEN.

FREDERICK CHARLES GARSIDE (Comptroller of Stores, New South Wales Government Railways), sworn, and examined:—

1254-55. Sir SAM FAY: I wish to ask you a few questions about your system of purchasing stores. Do you prepare the tender forms?—Yes, for the majority of our purchases; in one or two instances where large plant is required, e.g., for the power houses—turbo-alternators—

the Chief Electrical Engineer would prepare them—whenever they are highly technical.

1256. Would you prepare the tenders for machinery?—Just in a few cases of small machinery; usually the engineering branches would prepare those.

1257. Do they then send them to you?—In the majority of cases, yes, but in the case of a big power-house plant, the Chief Electrical Engineer handles the business him-



self up to the point of getting the Chief Commissioner's approval. The papers are then handed to me so that we can devise all details as to payment, delivery, and so on.

1258. Then, to whom are the tenders sent?—Usually sealed tenders are directed to the Secretary for Railways. Some tenders—the unimportant ones—come to my office.

1259. What would you call the unimportant stores?—Lines that we would require every day.

1260. You do not refer to annual contracts?—No, the tenders for those all come to the secretary, and I attend on the day that they are opened.

1261. Are they submitted to the Commissioners straight away?—No, they are sent to me for analysis and recommendation, and I make the recommendation to the Commissioners, and they accept the tender.

1262. Through their secretary?—They send out the letters of acceptance finally—we advise the letter of acceptance, and the Secretary sends out that letter.

1263. Are your annual contracts advertised in the newspapers?—Yes, always.

1264. You in some cases select particular firms, do you?—Very rarely; we have competition for most of them.

1265. For tenders other than annual—do you advertise those?—A number of them we do—where specific quantities are required.

1266. In other cases you select the firms and ask them to tender, do you?—Very rarely.

1267. Those are the tenders that come to you direct, are they;—not annual tenders, but the other tenders that come in from time to time?—Yes, quite a number of them come to me direct.

1268. And you take the instructions of the Commissioners upon them?—Yes, I do not make the purchase until I get the Commissioners' authority. They see the actual detail of it.

1269. Sales of old material—do you advertise in that case?—Yes. We separate our advertisement under the columns likely to catch the eye of intending purchasers, i.e., under the "Sale" or "Machinery" column, as well as under our own particular advertisement each week.

1270. Do you confine your advertisements to Australia for old material?—Yes.

1271. Who is responsible for the analysis of stores?—In a measure, I am.

1272. In a tender for a particular department, that department would specify what it wanted?—Yes.

1273. But, when the stores are supplied, who analyses them?—First of all you have to count the articles if more than one; then there is the question of seeing that you get the particular thing that you expected to purchase?—Yes.

1274. Who conducts the analysis?—We do most of the receiving with our own officers; but where it is material of a technical nature we get an inspection certificate from the branch concerned, and bring probably their research engineer into the matter to make the inspection and give us a certificate that everything is true to specification before we accept it or attempt to issue it.

1275. I gather from your memorandum here that you had some chemist in your department; but that is not so, is it?—No, the chemist is now attached to the Chief Mechanical Engineer.

1276. You have very little control outside of your own particular stores in Sydney—no direct control of stores, have you?—We have not the direct control; but we have a fair measure of control from the fact that we get a monthly statement of the stock held in the trust stores, and I am also able to keep quite a close watch on those stores through my own inspectors and the stock-taking inspectors—we have five of the latter.

1277. Can they in 12 months thoroughly analyse the whole of the stores throughout the railways?—We have only had experience of them for the past 12 months, and we have found it quite a big task to cover the position in 12 months.

1278. When they are examining the stores, do they examine the stock of scrap on hand, or make any report upon it?—Yes.

1279. Do they question the out-stations as to obsolescent stores?—We get a close report on that, and they are authorised to arrange with the local officers to send in any material that is slow moving or obsolescent, and deal with it on the spot while they are there.

1280. You do not take stock at the end of each year?—Not under this system—it is a continuous stock-taking.

1281. Then your certificate that you give to the Auditor-General is a certificate from the books, subject to the continuous stock-taking which your inspectors carry out?—Yes.

1282. Have you got what you call a manufacturing account?—Yes, for each department manufacturing material.

1283. And they manufacture, for instance, in the foundry at Eveleigh for all departments?—Yes.

1284. How do you charge out the cost to other departments?—The Chief Accountant sets up a division of the stores advance account which he calls a manufacturing account. That operates between the Chief Accountant and the head of each manufacturing branch. The Chief Accountant at the end of the month debits the particular branch with the cost of materials and the wages in production of the various articles, and we take those over through the stores advance account at the end of the month and give credit to the particular manufacturing branch. The bulk of that work is done through the Chief Accountant.

1285. Do you know how he arrives at the charge that he makes to another department, for foundry materials, for instance?—The general principle is that the wholesale foundry cost is debited to store advance account, and from this an average cost per lb. or cwt. is arrived at for retail charging to the branches supplied. It is arrived at mostly by averages; e.g., brass-castings in the rough to-day could be priced at 7d. per lb; finished brass-castings, 2s. per lb., and so on. We would take the average of the foundry output for the month.

1286. And he gets the necessary information from the locomotive department to enable him to adjust?—Yes.

1287. He gets the actual charges for raw material and labour?—Yes.

1288. I see, you sell quite a lot of scrap material. According to this return, in the year ending June last, you sold £145,000 worth?—That is so.

1289. That is much more than you ever sold before?—Yes it is a record. Prices were good, and the demand for our scrap better than ever before, because of the operations of Hoskins, Broken Hill Proprietary Company Ltd., and the steel works generally.

1290. Still you would have sold before?—Yes.

1291. Does it mean that you got better prices?—Yes, and competition was very keen.

1292. When you buy through the Agent-General in London, do you give him particulars of what you want?—Yes.

1293. I see here, that you suggest to him the firm or firms to be approached?—Yes.

1294. You do not leave it to him?—We do not altogether take away his initiative, but Mr. Lucy suggests a list of firms, which he would be prepared to draw boiler-plates from, for instance, and it is generally a fairly extensive list. If I might explain: we had some difficulty, a few years ago with Stewart and Lloyd in regard to some steel plates which turned out badly, and the Chief Mechanical Engineer and the Chief Commissioner were very concerned about the matter, and, I think, following upon that certain firms of repute were mentioned in all the succeeding tenders.

1295. Have you not a consulting engineer in London?—Yes; Mr. Davis, who is attached to the Agent-General.

1296. Did he pass the material of which you complained?—I could not say at the moment.



Witness—F. C. Garside, 21 July, 1924.

1297. That would be the check in the ordinary course?—Yes.

1298. Have you any check upon manufactures in the shops for the particular department manufacturing?—Yes. I issue the majority of the manufacturing orders, but I do not issue them until satisfied that they are really wanted, by checking up the stock on hand and following the issues. I very often refuse a manufacturing order.

1299. Do you mean to say that you have any control over the foundry at Eveleigh?—I do not say that I have direct control; but they ask me to issue the manufacturing orders. If I am satisfied that they do not really want them, I tell the Chief Mechanical Engineer the position as to stocks and rate of issue and that in my opinion the manufacturing order is not required, or that it should be cut down.

1300. Do you deal with the output of coal from the State colliery?—Yes, I arrange for its disposal.

1301. And you debit the locomotive department or any other department with the cost?—Yes.

1302. Based on the general cost of running the colliery?—No, we take the average price of coal, spread over the whole of our supplies.

1303. You are getting coal at varying prices—from the north, south and west?—Yes.

1304. And you are charging out at an average price?—Yes, for all our private supplies.

1305. Including your own colliery?—I am not absolutely sure on that point; I do not think we take the railway coal-mine into the average price—the price of coal there runs about 10s. 6d. per ton, whereas the other is an average of 15s. 3d.

1306. If you do not take the average price, then you must allocate it to a particular service—i.e. your own coal?—Yes.

1307. Do you keep any record of the consumption per engine?—No that is done by the locomotive accountant. I do not keep the records, although I am in touch with the whole of the business through the locomotive and stores committee each month.

1308. Do you keep a record of oil supplied to the engine-men?—Not a detailed record—that is kept by the locomotive accountant.

1309. You say here: "Oils for engine-men are supplied from locomotive trust stores up to the quantity authorised for the journey to be taken." You have nothing to do with that?—That is handled through the trust stores. I do not keep any records of the oil used for a particular journey.

1310. You mention here: "The quantity of coal required to fill the tender is calculated from the skips into which it is loaded." Again, you do not keep a record of that?—Not a detailed record. I may say that when you called for that information I wanted to get you to realise, if you could, that we endeavour to take an active interest in the whole of the supplies whether they go through the trust stores or not.

1311. Then, this is simply a record of what is done, though it is not all done under your control?—No, not directly under my control.

1312. Stores for the construction branch. Are they charged out direct to the job in all cases?—The greater proportion of the material is. There is just a small portion of the stores held against the stores advance account regularly.

1313. What sort of examination do you make of the coal stores. You keep a quantity on hand which is estimated to last two or three months, I think?—We reckon on keeping two months stock to meet industrial trouble. I check that with the stock taking inspectors as well.

1313A. They take an actual taking—estimate the value of the heaps, do they?—Yes.

1314. Are you responsible for those figures of the cost of material as between 1913 and 1923?—Yes, they were prepared from the Eveleigh stores ledger.

1315. You say that in 1917 and 1918, the Government accepted a debit for a reserve of 300,000 tons of coal through the Public Works Department. Is that stock still in existence?—Not to that extent—only about 60,000 tons is in existence at the present time, and is held for the public works at Port Waratah. That 60,000 tons is not included in my value of the coal on hand; it is altogether outside of us; we clear it as soon as we can.

1316. But was it intended to keep that as a reserve?—Not as a reserve for the Commissioners. We hold our reserves at the various depots at the point where it is likely to be used, altogether apart from that.

1317. You say that in 1919 you began to charge the Tramway Department with freight on their coal, and you give the additional amounts included in the value of the coal as ranging from £15,000 to £82,000 in 1924?—Yes.

1318. Does that mean that that is an additional revenue of £82,000 to the railways?—The Chief Traffic Manager would get credit for that freight.

1319. That is, £82,000, which in 1913 or 1914 would not have been revenue, although you would have carried it?—So far as I know, but I am not quite sure on that point; I did not have the handling of this business at that time.

1320. Anyway there is a charge made now, which was not made ten years ago?—That is so. I think good reason can be given for that, in the fact that we are selling large quantities of electricity in bulk, and it was in order to arrive at the actual cost of the production of electricity that that arrangement was made.

1321. You mean that the power is obtained from the Tramway Department?—Yes, and to arrive at the actual production cost of the power, it was thought necessary to take the full freight rate for the coal used by the power-house.

1322. You have had some little trouble in connection with some of your examinations in the last two years, have not you, in regard to some stacks that were short. For instance in January, 1923, there is a record of £3,000 short in steel plates at Newcastle; also other shortages. Was that at a time when you had any control over those?—That was just prior to the time when we took over from the trust system, and I brought those stores directly under my control, and we amalgamated the locomotive and the permanent way stores, and they are now under the control of my officer. It was when we went into a thorough stock taking there that we located that shortage.

1323. It was pretty serious, was not it?—Yes, but I think it was only a matter of figures. I do not think for a moment that the material ever went off the premises; I think it had been used and no record made of it—in fact, that is what our investigations proved eventually.

1324. Even in regard to as late as February this year there is a minute where you state that you have located over £19,000 worth, which was now taken on the books?—That also refers to Newcastle.

1325. Have you your own stores representative up there now—one of your own people?—Yes, my officer is in charge, and the whole position has been straightened out, and I am sure we have got to the bottom of it.

1326. Does not it rather point to the necessity for your taking direct control in other places?—It does, and we recognise that, and we are taking over the control as rapidly as we can.

1327. Sir VINCENT RAVEN: Do I understand that you are not responsible for these stores outside of Sydney, except Newcastle?—I am not directly responsible for them; they are under the control of the head of the branch, who holds the stock in trust for the Comptroller.

1328. Then he is under you. You call yourself the Comptroller?—Yes.

1329. You say he holds the stock in trust for the Comptroller—that is for you?—Yes.

1330. And, therefore, you are responsible?—Yes. I feel my responsibility.

1331. But you are not responsible, nor is the responsible officer over the trust stores, for the amount of stores



Witnesses—F. C. Garside, 21 July, and W. Carroll, 23 July, 1924.

used?—Well, I do all I can to check up the issue of the stores from the trust stores each month.

1332. I do not know whether I make myself clear. You are not responsible—nor anybody under you—for the amount of stores used, *i.e.*, if I am requiring in my department stores out of these trust stores, I can order what I think is necessary?—You can, but still there would be a check on the business each month from the information that I get from those particular branches.

1333. But you do not hold yourself responsible for me if I use a certain amount of white metal, do you?—No, but if I found—in fact I did find it necessary to write to the Chief Mechanical Engineer quite recently as to a very heavy increase in the consumption of white metal packing at Enfield.

1334. Then would you consider yourself a better judge of the amount of white metal to be used than the Chief Mechanical Engineer?—No, but my position is probably a little peculiar compared with that of previous comptrollers; I came from the Locomotive Branch and therefore have a very fair knowledge of its operations.

1335. But there can be only one person in control of a department?—Yes.

1336. The Chief Mechanical Engineer is surely the proper person to decide how much particular stores is necessary and how much is not?—Yes, but I think you will agree that the Chief Mechanical Engineer would welcome my calling his attention to what appeared to be an unusually large issue in certain lines of material.

1337. That is not a matter for me to give an opinion upon; I only want to know the facts; but apparently you do hold yourself responsible as a check on the amount of material that is necessary to be used in the Chief Mechanical Engineer's Department. Is that what I understand?—Yes, I feel that I am responsible until the material is properly used.

1338. And is that for all kinds of stores?—Yes, so far as I can check it.

1339. Would not the Chief Mechanical Engineer decide what was scrap and what was not?—Yes, he does decide it.

1340. Then he is entirely responsible for any of the scrap handed over to you?—Yes.

1341. I rather understood you to say that you held yourself responsible for seeing that all the scrap was handed over?—It is done through the local officers; for instance, it is obvious that for certain lines of scrap there is only one place, and that is at headquarters or where

it can be sold; and whilst our inspectors are there they confer with the C.M.E. Officer and reach a decision as to what is to be done with the scrap.

1342. Yes, but my point was, what is scrap and what is not scrap?—That must be entirely for the Chief Mechanical Engineer to decide.

1343. Therefore all you can see is that what he decides is scrap should be handed over to you to be sold?—Yes.

1344. You have just told me you hold yourself responsible for the amount of stores consumed, to a large extent. Does that apply to coal?—Yes, I feel I must take an interest in the consumption of coal.

1345. Do you consider the coal consumption is high or low, satisfactory or unsatisfactory?—As a matter of fact, on the whole I think it is better than it has been for years.

1346. I do not know that that is quite an answer, is it?—You see I am in touch with the figures, because they are reviewed each month, and I have a fair idea of how the business is going.

1347. You hold yourself responsible as to the amount of stores consumed. Is the amount of coal consumed good or bad, in your opinion?—I do not quite get what you are anxious to get from me.

1348. I judge from you that you hold yourself responsible for the amount of stores and various goods that are used?—Yes, I feel I have that responsibility.

1349. I am asking you particularly about coal. Are you satisfied that the consumption of coal is high or low, satisfactory or unsatisfactory?—I would say that it is satisfactory. I know that it is carefully watched.

1350. With regard to the amount of coal which is in stock on the ground, is there any measurement as to the amount that is taken up?—Yes, there is. It is only approximate.

1351. Will you tell me how it is done?—In many cases it is lifted simply by a shovel into the truck, and the truck is then used as a stage to load it on to the engine. Therefore the whole thing is only approximate, and to get at the actual weight on the ground can only be done by regularly measuring it up.

1352. It is very approximate?—Yes, adjustments are certainly necessary after the stocktaking.

1353. So far as you know, the coal is not measured either from the coal stage on to the locomotive, is it?—No, although we have a fairly accurate gauge of it with our overhead bins.

1354. That is still approximate?—Still approximate, yes.

#### TENTH DAY.

WEDNESDAY, 23 JULY, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

COMMISSIONER :

Sir SAM FAY.

WILLIAM CARROLL, Director of Statistical Bureau, New South Wales Government Railways, sworn, and examined:—

1355. Sir SAM FAY: I understand you are responsible for not only the statistics of the New South Wales Government Railways, but you are also the head of the inter-State Bureau?—That is so.

1356. You take both?—Yes.

1357. The cost of the inter-State Bureau being divided between the different States in proportion to what?—No, on a flat rate, each State contributes an equal amount.

1358. The assumption being that the work is about equal?—Well, practically so.

1359. In your statement you say that you take the information for operating statistics from the combined drivers' and guards' daily reports?—That is so.

1360. Do you check those against any other return?—Yes, against the loading returns and the guards' train journals.

1361. The loading returns from the stations?—The daily loading returns which are submitted—not from the whole of the stations, but from the principal depot stations in the State.

1362. And the guards' journals?—Yes. In connection with the guards' journals, we do not check the whole of them, but we make periodical checks to satisfy ourselves in



Witness—W. Carroll, 23 July, 1924.

respect to the loading shown on the drivers' sheets and the journals, if they agree or otherwise. In that we have not found any discrepancies to create any disturbance at all; we can take it practically that that information is on a good footing, solid and sound.

1363. You are satisfied that those reports are correct?—Yes.

1364. You think from your experience there is not much doubt about it?—Yes.

1365. Have you noticed something which I thought rather extraordinary, that in the loading statements, the train load, very frequently the exact maximum tonnage was shown as being conveyed?—Yes, that is so. We have looked into that recently, and we found a little difference in that respect, but not sufficient to create any disturbance in the compilation of the figures when we are getting out the percentages.

1366. The impression left on my mind was that it was not actual, but was computed by the guard, as it were—he would say "the maximum is so and so, I have the maximum, and that is the tonnage I am going to put up?—He computes his load, of course, from the weights of the individual vehicles on his train, and the stations also, in compiling their daily loading returns—that is the same source of their information; and whilst in a good number of instances it may come right out at the exact figure shown for the maximum load of the train, a ton either way would probably not be taken into consideration, or 2 or 3 tons.

1367. It was so often in a return I saw that Mr. Hodgson produced—so often the actual maximum load was conveyed, to a ton?—That is on the daily loading returns. We checked those very carefully.

1368. I think these returns were from the guards' and drivers' statements?—The loading returns would be submitted by the depot stations.

1369. I do not think that was so?—If that were the form presented by Mr. Hodgson, I think that would be the form, a daily loading return—a large white sheet about that size (*illustrating*.)

1370. I do not know; we had it in a condensed form. Of course, one knows from practical experience that a return might be made up quite accurately by a guard at 2 o'clock in the afternoon, but at 2 o'clock in the morning it would not be so accurate. I mean, it is an actual result of the physical condition of the man?—Yes. I think that the information we get on the drivers' sheet and the guard's journal is practically correct. We have checked those documents with the train itself, and we find them to be practically correct. Of course, some of the guards may go a little bit wrong in their additions; if a man has thirty or forty vehicles on his train of different weights he may make a little mistake there, but we pick that up in the bureau, because we even use mechanical aids to check his addition.

1371. You see what I am driving at—to ascertain if you are quite satisfied that the basis of your statistics is correct?—Yes, perfectly satisfied. I do not compile the loading of trains for the operating statistics from the daily loading returns, I use the figure that we build up from a combined sheet that I have referred to, and we check the others by it to see if they are keeping up to what we are handling.

1372. How soon after the information gets into your hands do you supply the operating officers with these statistical figures?—Between the 15th and the 18th of the month following—that is the complete returns, but there is lots of shunting mileage; we give that weekly, about the 4th day following the close of the week in which the information is compiled.

1373. But your complete returns are not in their hands until the 15th of the following month?—Any time between the 15th and the 20th.

1374. Does that mean that your figures for this month of July will be in their hands in the middle of August?—Yes.

1375. I think we had some evidence that they were not produced until six weeks after date?—I do not know where you would get that evidence.

1376. Well, it was certainly given by somebody; I think it was Mr. Hodgson?—We have practically the whole of them completed and distributed to the whole of the officers for their monthly conferences, which generally take place any time between the 20th and the end of the month.

1377. This is what Mr. Hodgson said, speaking of statistics generally:

A. I got certain information, yes. Q. How soon do you get that information after the actual work? A. I suppose it would be about six weeks. A. It is earlier than that. That is, if he is referring to the operating statistics; he may have some statistical information in regard to his own operations that he may get six weeks after the period.

1378. This arose on a question with regard to the miles per hour that he got out of an engine?—Yes, well, we have that any time between the 15th and the 20th of the month.

1379. Then he was wrong in that, because, according to his evidence, he says, "I suppose it would be about six weeks"?—He says he supposes. Those returns are all dealt with at the Commissioners' conference, before the close of the following month for which they are submitted, and they have them in their hands some considerable time before that.

1380. Well, I wish you would reconcile your evidence, will you, because all we want to get out here are the facts?—Do you wish me to see Mr. Hodgson, or bring something before the Commissioners to reconcile those statements?

1381. If he wishes he may correct his evidence, if it is wrong?—Yes.

1382. In addition to the statistical business, you deal with the Suggestions and Inventions Board?—That is so.

1383. That is a comparatively modern department, is it not?—It was brought into operation about 1915, I think—I am not sure of the exact date. It was then run under a committee; an officer of each branch was a member of the committee. We took over the operations of the board in 1920, as shown there.

1384. It seems to have been very successful?—Very successful.

1385. I should like to ask one question with regard to how you deal with patents for your men. This is their invention?—Yes.

1386. You take out for them letters patent?—That is so.

1387. You have the free use of the invention for the railways of New South Wales?—Yes! they give us a conveyance to that effect.

1388. That is a practice which is a common one in England too, and elsewhere, I know. But are they at liberty to deal with the invention in the other States?—Yes—and we help them in that direction, too, by placing it before the other administrations.

1389. And if it is an invention of a New South Wales railway employee, he gets paid by any other State using the invention?—Yes. If they adopt it or can use it they will pay him a bonus in accordance with the scale they have in operation. We also pay him a bonus here as well, after we put the whole thing through for him; the Commissioners pay the whole of the fees in that connection, and in addition pay him a bonus on what we find is the value of the patent on the first year's saving; we can pay up to 100 per cent. on the first year's saving; that is, give him the whole of the first year's saving, for the patent.

1390. Then he is free to do what he likes with his invention outside the railways?—Yes.

1391. Supposing a European or an American railway administration wished to make use of it, he would make his own terms?—Yes, he could make his own terms with them.



1392. Do what he liked?—Do exactly as he liked.

1393. Sell his patent in any way he thought proper?—Just so.

1394. Then you have under you the advertising branch as well?—Yes.

1395. You make the contracts for advertising?—The whole of them.

1396. And you collect and remit the cash?—We do the whole business, collect the moneys and remit them to the cashier, after audit by our own auditor and the Auditor-General.

1397. They are audited by whom?—By our own traffic auditor, as well as the Auditor-General.

1398. The Auditor-General really comes into your branch?—Comes into my branch in order to look over the accounts—the contracts and ledgers and accounts.

1399. Do you deal with bookstall receipts?—No. The bookstalls are leased. We do not get any receipts other than the amounts that they are leased for.

1400. They come under Mr. Hunt, do they?—The estate agent. They are leased to the New South Wales Bookstall Company; the Commissioners are not operating the stalls themselves.

1401. I should just like to ask you one or two things about the statistics published in the annual reports of the Commissioners. I suppose you are responsible for those figures?—We furnish the statistical figures, or a great portion of them, to the Chief Accountant; he really compiles that report.

1402. I notice that in the report for the year ending 30th June last year you give the average per passenger per mile in the suburban areas—I presume Newcastle as well as Sydney?—That would be included in that figure, the suburban area.

1403. As 61d.; and in the case of country passengers you give it as 1'01d. That is for second class. Is that difference due to the higher charge per mile in the country?—The country fare would be higher than the suburban fare; but it is the greater distance and the greater fare per passenger, as against the suburban passenger. In the suburban area it would be short journeys; the country passengers would cover longer journeys.

1404. Surely a shorter journey would be dearer per mile than a longer journey?—Not so. The suburban rate would be a bit less than the country rate.

1405. You have a very large number of season ticket holders in the suburban area. What is your calculation with regard to the number of journeys a season ticket holder makes per week or per year?—We credit them with two per day.

1406. For how many days per week?—Seven days.

1407. Seven days?—No, six days. On all periodical tickets we credit them with two journeys. That is compiled by the traffic auditor, and I am speaking a little bit from memory in that respect, in regard to the number of journeys credited on the various classes of periodical tickets. He handles the ticket side of the business, and the revenue, of course, too.

1408. You are assuming that every season ticket holder travels every day in the week except Sunday to and fro?—To and fro.

1409. Do you think that is correct?—I could not say definitely. Some, of course, probably travel more than two journeys, and I think on the whole it would be just a fair assumption to take it on that basis.

1410. We are speaking now of the suburban, of course?—That is so.

1411. And you think that on the average a man would travel every day of the week?—The great bulk of the season ticket holders, of course, are business people, coming into the city.

1412. Do they work on Saturdays, all these business people of Sydney?—Yes, Saturday is practically a full business day in the city here.

1413. What is your calculation with regard to a workman's ticket?—The same with a workman's weekly ticket, two journeys a day.

1414. Do you calculate he travels six days per week?—Yes.

1415. Are you doing the same with regard to your country season ticket holders?—No. The scale on that is a little bit different; just what it is from memory I could not quote to you. That is the traffic auditor's side of the business, not mine.

1416. But you are the statistician; does this not come under you?—No. He gives us those figures of the number of journeys, and then we put it up against the mileage, and so forth. We do not handle the whole of that; we have to get that figure from our traffic auditor. I can get you the scale, of course, but I am not quite familiar with the arrangements in relation to the number of days for season ticket holders—commercial travellers, and so forth.

1417. You would not expect a country season ticket holder to travel to and fro every day of the week, would you?—No.

1418. Of course, what I wanted to get at was the basis on which you arrive at these figures—to see what was the difference between your country and your town charges?—Yes.

1419. I assume that in these suburban figures, and the country as well, although it says ordinary passengers, it means excursion passengers as well?—The whole would be in there.

1420. So that it is not strictly accurate to say that ordinary passengers number so many?—Not in that sense; it is not strictly accurate.

1421. You would be having a large number, I suppose, in what are termed ordinary passengers—a large number would be really taking excursion tickets?—That is so.

1422. Your first-class traffic has had a tendency to decrease, has it not, of recent years?—Yes. The heavier traffic, of course, is the second class, and it is gradually increasing and the first class decreasing.

1423. Figures that are published with regard to Victoria and New South Wales—you are responsible for those, are you not?—We collect them, and bring them together. You will notice the first-class traffic in Victoria is very much heavier than in New South Wales—in fact, it would be about nine to one.

1424. There is a difference in some of the charges in Victoria, to the advantage of Victoria, according to the figures that are published?—I think, taking it on the average, the difference between the first and second class fare in Victoria is about 51 per cent.; in New South Wales it is somewhere in the vicinity of about 60 per cent.

1425. That difference would have the effect of reducing the first-class traffic?—I think so.

THOMAS CROUCH (Publicity Officer, New South Wales Government Railways), sworn, and examined, as under:—

1426. Sir SAM FAY: This department of yours is a comparatively new one?—Two and a half years.

1427. Amongst other things, I see from your memorandum you send to foreign newspapers?—English newspapers.

1428. Regular statements of the financial position, and details of the operation of the railways here?—Yes.

1429. You have evidence that this work has had an important influence in maintaining the stability of the State's credit?—We have heard it remarked that it has had such an influence.

1430. I suppose you rely upon the figures showing the profits on the operation of the State railways?—Yes—our own official figures. Financial statements have been issued quarterly, really, and one annual statement—the last annual report. A summary of the last annual report was



Witnesses—T. Crouch, 23 July, and J. Spence, 24 July, 1924.

sent, and a summary of each quarterly report this year has been sent. Then in between times there have been other statements sent to England, indicating the results of various operations, as disclosed in our own statistics.

1431. You find that publicity of that sort is acceptable to and rather sought for by the press?—Undoubtedly. They appear to be very willing indeed to get it and to display it. A number of the English papers have given us really excellent treatment in that regard. The *London Financier* and the *Bullionist*—papers of which I have no personal knowledge, but which I have heard stand rather high in financial circles in London—have apparently received the information with avidity, because they have displayed it prominently and headed it up well; I have had cuttings sent to me by the next mail here.

1432. You are responsible for a publication you call *The Staff*, a monthly magazine?—Yes. There has been, as I have said there, for many years a magazine published in the department. It was confined to the membership of the Railway and Tramway Institute, but with the beginning of this year the whole scheme was reorganised, under my supervision, and the magazine is now distributed to the entire staff of the railway and tramway services; it now runs into 50,000 a month, whereas its latest previous circulation was 21,000.

1433. Is it sold to the public as well?—We are just now beginning to make it available on the bookstalls. We have had a few inquiries from outsiders as to where the book could be purchased, and in order to meet that demand, and also to test whether there was likely to be any substantial demand, I am now putting it on the bookstalls and advertising it by poster displays. I would be very pleased to supply the Commission with a complete file of that magazine, if they are at all interested.

1434. We have seen it. You say that the work of publicity is extending to embrace an active supervision of all departmental publications?—Yes. That is, apart from the technical publications; I do not mean the weekly notice, for instance, or the time-tables; although in connection with the time-tables, I have been recently called into conference with a view to cutting down the size of it, if possible, without eliminating any necessary features. Our time-table, as you have probably noticed, is getting rather bulky for a pocket book—the idea being that it should be a book that could be put into the pocket—and I have recently been called into conference on that matter.

1435. The total cost of your operations, I see, is not very much?—No, it has been rigorously kept down.

1436. £1,500 a year?—Yes, £1,500 will more than cover what it has cost for my operations.

#### ELEVENTH DAY.

THURSDAY, 24 JULY, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

#### COMMISSIONERS :

Sir SAM FAY.

Sir VINCENT L. RAVEN. /

JOHN SPENCE, Director of Finance, sworn, and examined, as under:—

1437. Sir SAM FAY: As you know, we have been asked to report on the railways and tramways of New South Wales?—Yes.

1438. We find a good deal of difficulty in connection with finance. This is a very large business in which the Railway Commissioners are engaged; it is not only the running of the railways and the tramways, it is a big manufacturing business as well, such as you very seldom find in connection with railways; also it is on a very considerable scale, and it is evidently intended to make it still bigger. Now, we have come across, in many directions, evidence that the efficient and economical working and building of new railways and of works cannot be carried out under the existing financial system. We are told that they are held up very often from the end of June until November, because under one of your Acts, until the budget is passed, they are not supposed to spend more than they did in the previous year during that particular period. Then again we find that works are held up because money is not available. We want your help, in telling us whether you think that one of two propositions—or either of them—could be fitted into the framework of your present financial organisation.

WITNESS: I should like to correct something you have said, which does not appear to me to be quite right—i.e., the statement that works are held up until the estimates are passed. That, as applied to works in progress and already provided for, cannot be right, because they are always allowed to go on spending at the same rate as the previous year, until the estimates are passed; or if more money is required than was provided at last year's rate of expenditure, they may ask for it, though they will not always get it. I only wish to make that correction in regard to works that are held up: I cannot see that; the works can always progress in accordance with whatever appropriation has been made for them—perhaps I should

use the word allocation in lieu of the word appropriation—the works can always progress in accordance with whatever allocation has been made for them.

1439. Sir SAM FAY: You are differentiating between new works and ordinary maintenance work?—No, I am even speaking of new works. For instance, we are just beyond the financial year ended 30th June last, and there are no estimates passed yet. The Railway Department—and all other departments—are going on with their loan work at the same rate as they did last financial year—that is, on new railways; so that they are not held up in that way, though it is true they cannot go on faster.

1440. That is not quite in accordance with the evidence which we have had before us, and, presently I will read to you extracts from minutes which have been made by the officers dealing with these particular new works—but with regard to the ordinary maintenance work in the railways, do you say that there is no difficulty as between June and November in regard to finance?—No. Railway maintenance is provided from revenue; new works are provided from loans; what I said a moment ago had reference to loan works. With regard to revenue work, that is provided for under the Audit Act. Automatically there is three months' supply voted from the 1st July, under the Audit Act, and that supply is at the rate of one-twelfth of the previous year's appropriation; so that at the same rate that they went on the previous year they can go on, pending the passing of the estimates.

1441. But that is exactly the point, is it not—i.e., that assuming that in, say, June, July, and August of last year, they were spending at a certain rate, and that this year, for really essential purposes it is necessary to spend, say, 25 per cent. more—under your Audit Act they could not do it?—That is true. It is true to this extent—it is not exactly what they spent in the previous July that governs it; it is that they cannot spend more than one-twelfth of their yearly appropriation. If the expenditure went evenly throughout the year what you have said would be



correct, but as a matter of fact I do not suppose it really does. If you take their yearly appropriation and divide it by twelve, that is their limit of expenditure for any month, under supply.

1442. Then there is obviously a good deal of pressure put upon the Commissioners to reduce expenditure?—Well, I have to distinguish between loans and revenue, you see. As regards loan works, there is a good deal of pressure to keep their expenditure down; as regards revenue, I know of no pressure, except that they must keep their expenditure within their revenue.

1443. It goes beyond that, does it not, if it is only one-twelfth up till the time that the budget is passed?—Well, of course, that is only temporary.

1444. But it might have a serious effect if acted up to strictly?—I do not think so—I do not think that the effect can be very serious, because there are ways of exceeding that; e.g., in special cases they can have recourse to the Treasurer's Advance Account. I may say that that course is discouraged, because the Treasurer's Advance Account is a limited amount and has to provide for all emergencies; still, there is sufficient elasticity in regard to revenue to provide for emergencies.

1445. Do you say that, so far as you know, there is no pressure placed upon the Railway Commissioners to reduce their expenditure?—As I said before, I have to distinguish between loan and revenue. As regards loans, there is pressure, because there is only a certain amount of loan money available, and that has to be allocated to the Railway Commissioners in common with other departments. With regard to revenue expenditure, I know of no pressure which is applied to the Railway Commissioners, except to keep their expenditure within their revenue.

1446. Mr. Fraser, when giving evidence on financial matters, read a letter which had been written to him upon the subject of expenditure, and it showed that there was considerable pressure brought to bear upon him?—Of course, departments are always told that their expenditure must be kept on the lowest possible basis, but so far as the railways are concerned—and I can only speak from my own experience; I have only been about eighteen months in charge of the Treasury—my experience is just as I have stated it, namely, that we put no pressure on the railways in regard to expenditure, except that they must keep it within their revenue.

1447. When you say within their revenue, do you mean the actual working costs, plus 5 per cent. interest on the capital?—It would be their actual working costs, plus their share of the interest, but the rate is not always 5 per cent.; it varies from year to year.

1448. But it would mean that they would be expected to be earning 5 per cent. interest on the capital invested in the railways?—Yes; it was £5 3s. 2d. per cent. last year, I think.

1449. This (*indicating*) is the letter which Mr. Fraser read to us, and to which I have already referred:—

The following copy of communication, dated 23rd August, received from the Director of Finance, is forwarded for favour of attention by your Commissioners:—

"Your draft estimates for 1923-24 are returned herewith for favour of revision. The total estimates received from all departments exceeds the estimated revenue for the current financial year by fully £1,500,000. It therefore becomes necessary to reduce them by that amount. The Colonial Treasurer desires that you will be so good as to give this your urgent personal attention, and let him have your revised estimates at the earliest possible moment. It is imperative that all departmental estimates be reduced very considerably, and only essential items included. Your estimate of expenditure exceeds your last year's expenditure by £146,575. Owing to the increase in salaries, payment for interest and other statutory payments, the contingencies expenditure must be brought very considerably below that of last year. It will be observed that the 1922-23 expenditure column is incomplete. Will you please have the remainder of the figures filled in against the respective items?"

That shows pretty considerable pressure, does it not?—It wants a little explaining. That was a circular letter, to

the best of my recollection, which was sent round to all departments, including such departments as the Lands and Agriculture Departments, which are not in the same position as the Railway Department, and, despite that letter, I know of no pressure on the Railway Commissioners to bring their expenditure below their total income. Their expenditure is supposed to cover, also, interest on the capital.

1450. Of course, you are dealing here with a big business?—Yes.

1451. It is not an ordinary department of State; it is a commercial undertaking?—Yes.

1452. It is pretty obvious to us that to try and run a business on the basis of the yearly budget, which is dependent for some months upon income, as you put it?—Yes.

1453. And which has to cover not only actual working expenditure, but also interest at the rate of 5 per cent. on the capital, is a system which does not lend itself—cannot lend itself to economical working?—That proposition may be perfectly true; I have not considered it, but I think that in arriving at any conclusion on a proposition of that kind it should be borne in mind that the result of the railway working, so far as the Treasury is concerned, for a number of years and until the last two financial years, has been a deficiency, and it is obvious that in those circumstances pressure would be brought to bear on the Railway Commissioners to keep their expenditure down.

1454. But the effect of keeping expenses down is not economy; I mean, it is not what one would do in business. However, I am not suggesting that there is anything peculiar about New South Wales finance. This sort of thing, we know, has arisen in pretty well every other British railway organisation which is under the State, and, up till now, I am not sure that anyone has really got out of the difficulty of running a business through the State with a yearly budget. Well, what we should like you to help us in is this: to tell us whether one or either of two methods could be adopted, in view of your present financial arrangements. Of course, we know that if either of those propositions is carried into effect, it will be necessary to get Parliamentary sanction for it. First of all I will put this question to you: Would it be possible to have a separate budget for the railways—a budget which should be passed for, say, five years, so that there would be continuity of expenditure, thus enabling works to be carried on, and then to carry on their day to day work without any fear of interruption from the Treasury?—You are referring now to what we call the revenue side of it, namely, working expenses.

1455. Yes, we will put it that way?—We will take the working expenses which are chargeable to revenue. It could not be done without a new Act, of course. Anything could be done with a new Act.

1456. Would there be any great objection to that on the part of your department?—I have not given that subject very much thought. I believe it has come up before my time in the Treasury, and the Treasury officials in those days opposed it. I do not know fully the grounds of their opposition, but no doubt it was dictated to some extent by the fact that the railways usually showed a deficiency, and the general revenue had to provide that. I only assume this, and that while it was so there was pretty good reason for keeping the railway finance within the general revenue.

1457. Of course you appreciate, I am sure, that if you build lines enough in the country, and you have to wait some years before you get a return upon them, that you could pretty well break down any system if you built enough lines—that is, if you went on building unremunerative lines—because that is the real reason, is it not, why they did not pay the full interest which the State had to pay on the loans raised for railway purposes?—Well, I could not say that of my own knowledge, but that



Witnesses—J. Spence and O. W. Brain, 24 July, 1924.

is what everybody thinks, and that is what the Commissioners say, I believe—that they have certain developmental and unremunerative lines. That is part of the reason; then I should say that another part of the reason is that lines are not always carried to completion, and that they cost very much more than they ought to cost by reason of their being suspended—not only once, but sometimes several times.

1458. That is exactly the point that I was coming to—that when you start new lines of works, they are started and then they are held up?—Yes.

1459. Then you have material lying on the ground, with all the capital which has been put into it lying idle, and then presently they go on again; that is just the thing that impresses Sir Vincent and myself, *i.e.*, that there is no continuity, and that in consequence there is, without doubt, great loss?—Yes.

\* 1460. It is that state of affairs that we want to suggest should be altered by the introduction of financial methods different from yours of to-day?—Of course, you cannot cure that unless you take it wholly away from political considerations—policy considerations. I do not know to what extent the Government can now dictate the construction policy, but while the construction was under the Public Works Department the Government dictated the construction policy, and, to a very large extent at any rate, the Government still controls it, because it controls the finance, and it can say how much money is to be allocated to railways for loan expenditure.

1461. Per annum?—Yes.

1462. When it is decided to build a new railway, or to carry out new works on loan account, is there a vote of the House for the full amount, or only for the year's expenditure?—Only for the year's expenditure.

1463. Well, here is another proposition we will put to you, to get over the difficulty: would there be any difficulty in entirely separating the railway and the tramway side of finance, putting the whole thing under the Commissioners, the Commissioners taking over the responsibility for all existing loans which have been issued for railway purposes, raising their own capital, keeping their revenue and dealing with their own expenditure—still under the State, of course?—I do not think I could answer that question without consideration. The only Treasury difficulty is legislative; but there might also be policy difficulties, as to which I am not prepared at the moment to express an opinion.

1464. Of course, we do not overlook the fact that it you take away the railway side from your budget, more than half of it is gone; it becomes a comparatively small budget depending upon taxation?—Yes, but as they draw out practically as much as they spend, there is not very much in that. You see, the general revenue gets very little benefit from any surplus from the railways.

1465. It is quite possible that under the efficient working and management which would be carried out by a continuous policy the State would get—as in the case of India—a very large revenue?—You mean a very large surplus?

1466. Yes?—Taxation always follows the balancing of the revenue and expenditure, and I take it that if such a thing happened the general taxpayer would get the benefit of any surplus like that, whereas, under the separate system, the user of the railways would get it, because the Commissioners would, presumably, keep their fares and freights down, it being a State concern, to just the amount required to carry on.

1467. Still, the community would get the advantage of that, would they not?—Undoubtedly; but any opinion of mine as to whether it is better for the general taxpayer to get the benefit of it or for the user of the railways to get it I do not think is worth very much.

1468. What we wanted you to help us in was in the direction of telling us whether you saw any difficulty—assuming that the necessary Act is passed—to carry out

either of those propositions?—I do not think there is any real difficulty, subject to having the necessary legislation, in making satisfactory arrangements for separating the railways and giving them complete control of their own finance—there is no machinery difficulty. As a matter of fact, that is likely to be done during this session with the Water and Sewerage Board, which, until recently, has been in exactly the same position as the railways; but there may be very grave policy difficulties, which I have not considered. I do not see how an official can say more than that.

(Witness retired.)

ORLANDO WILLIAM BRAIN (Chief Electrical Engineer, New South Wales Government Railways), sworn and examined, as under:—

1469. Sir VINCENT RAVEN: You are Chief Electrical Engineer, New South Wales Railways?—Yes.

1470. How long have you held that position?—I have been in charge of the branch a little over twenty-five years.

1471. You have under you the power supply and distribution in the tramways; lighting; stationary electric motors and equipment; the purchase and maintenance of motor-cars, typewriters, clocks, watches, &c.?—Yes.

1472. You supply your power from three main generating stations, viz.: Ultimo, Sydney; White Bay, Sydney; and Newcastle?—Yes.

1473. At Ultimo station your output is 67,653,864 millions?—Yes.

1474. The cost of generating works out at .5851 of a penny, at Ultimo?—Yes.

1475. And your maximum kilowatts, 36,500?—Yes, the plant.

1476. And your maximum kilowatt one-hour loading is 22,000?—Approximately.

1477. At White Bay the output is 76,585,600?—Yes.

1478. And your cost there, .4096 of a penny?—Yes.

1479. And your machines, 21,000 kilowatts?—Yes.

1480. And your maximum kilowatt hour is 18,000?—Yes.

1481. Those are the two stations at Sydney, and you supply from those stations power to the railways and tramways?—Yes.

1482. And there is also a certain supply to outside sources?—Yes.

1483. You have agreements for the supply of current to outside sources—I presume those are varying agreements?—Yes.

1484. I do not want you to tell me what they are in any detail, but I should like you to tell me, broadly, how they are based?—They have been based on the estimated cost, taking into consideration the location of the point of supply and the cost of current at the time. In connection with the City Council, which is by far the most important service, a very special investigation was made as to the charge. When the new agreement was made between the Commissioners and the City Council for their future bulk supply, the Chief Electrical Engineer to the City Council told me that the only conditions which would be satisfactory in the matter of supply were such as would give his business the advantage of their own load factor, also the improvement on the load factor of the power-house as a consequence of his supply. The whole thing was regarded as co-operative when the matter was first mooted, and Mr. McKay came to me and said that one or other of us could supply the power, and he was quite prepared that the Commissioners should supply it because of the advantages they had, and therefore it was discussed on a co-operative basis; and he asked me to try to give him a formula which should be a basis of charge, on which he would be able to see that he had the benefit of those two factors. I have here the agreement containing the clause upon which the present charge is based (*handing copy of the clause to the Commissioner*).



1485. I suppose this agreement was based on the expectation of carrying a certain profit to the Railway Commissioners?—Yes, it allowed them 10 per cent. profit. Well, that practically was profit and contingencies. The costs were made out as finely as we could make them, and to that was added a clear 10 per cent. on our estimate. That is, so far as the City Council is concerned.

1486. Are there any other sources of supply?—I mean, are there any other places to which you supply current?—Yes, to St. George and Bankstown, and others.

1487. But, my point is, that outside those there are other places to whom you supply current?—Yes.

1488. Have they any alternative source of supply?—No, they have not; it is not available. In some cases they are within reach of the City Council supply, but they are dependent upon the railways.

1489. The City Council is supplied by you?—Partially, but they also have a large power-house of their own.

1490. You supply people outside the City Council?—Yes.

1491. And the City Council also have a supply of their own?—Yes.

1492. And therefore these outside people could have an alternative supply from them or from yourselves?—Well, they could not, really, because the City Council require the whole of their plant for themselves, and in some cases there is not the reticulation.

1493. I asked you just now if they had any alternative source of supply, and I thought you told me that—you said the City Council?—Well, what I mean is this: that it is not available to-day if they wanted it against a breakdown, but if they liked to say, "We will not take the supply from you, but will take it from the City Council," and made the necessary arrangements, they could do that.

1494. But, they do not exist to-day?—No.

1495. There is not a supply company from which they could get their current supposing they desired to do so, other than yourselves?—No. We have an agreement with the City Council which gives them the first right over any of the consumers in the county of Cumberland. Those that we are supplying the City Council have not been advantageously placed to supply, and we have agreed to supply them.

1496. You have various agreements with these people, carrying certain profits to you?—Yes.

1497. So far as the railways and tramways are concerned, is the current charged to them at actual cost?—The actual cost charges. A figure has been given, but it varies from year to year, and probably is not the actual cost. With a large number of people supplied, it wants a good deal of accountancy to say what is the actual cost. For instance, in connection with the future load on the railways, it seems to me quite clear that we shall have to adopt a similar method for charging the railways to that which we have in connection with the City Council, because the cost to the Commissioners will be the balance; and if that is an equitable charge—which we think it is—the balance is all that the Commissioners should pay. Now, that clause that you have there is a somewhat complicated one, and it will be better understood if I put this before you (*handing Commissioner a table of figures*).

1498. Well, I do not propose to deal with these agreements at all. I know they are complicated in a large number of cases. I only want to get at the result of your sales outside, and the result of your generating power to the railway company. Do you produce a balance-sheet showing your total costs and your total revenue, and showing the power distribution as a separate business?—No, we have not treated it as a separate business.

1499. You could give me the figures, could you?—Yes, we have all the figures, but I have not got them now.

1500. I should like to have them—say, for 1923?—Very well. Of course, it involves in many cases a number of special considerations, as where we have our own high-tension feeders running a long distance, and we supply

perhaps to the consumer—in those cases charge will be made for those feeders, and it has to be a matter of special calculation in a great number of cases; still, that can all be set out and the correct charge against them shown. The balance which remains after that is the charge which the Commissioners carry, and of course the idea is that the Commissioners shall carry their correct proportion.

1501. But, I presume, you have a knowledge of the costs of your generating plant?—Yes, it is all available, and we can show the results.

1502. Is the private supply taken fairly equally from both stations at Sydney; or is there more taken from one than the other?—At the present time there is much more of the private supply taken from Ultimo, because we have the only existing 50-cycle plant there. The private supply—that is, the City Council supply—was arranged when they were in difficulties, and it had to be done at short notice, and the handiest connection was to Ultimo; so that a power supply of something like 10,000 kilowatts to the City Council has been built up mainly at Ultimo, that is, partly 25 cycle and partly 50.

1503. I see that the largest unit at present at any of your power stations is 7,500 kilowatts?—Yes, at present.

1504. And I notice, here, that the cost at White Bay is less than the cost at Ultimo?—Yes.

1505. Although there is not a very great deal of variation between the output at both places, at the same time the number of kilowatts at Ultimo, which is the more expensive station, is a great deal larger than the number of kilowatts at White Bay?—Yes.

1506. Can you explain that higher cost at all?—Ultimo power house was the power house which was built first, and it was built on smaller designs originally, and has grown. The White Bay power house embodies the best designs we know, and as the result of some years of experience on the Ultimo plant. Then, again, the Ultimo power house, having been originally built to a smaller design, it had a smaller type of boiler—the 8,000 lb. boiler—and the consequence was that as that grew up we had as many as sixty of these boilers there the evaporation of each of which is about one-third of one boiler at White Bay. Then, again, at that time, on the advice given over twenty years ago, it was so designed that it did not admit of the installing of economisers, and therefore we cannot get anything like the thermal efficiency of White Bay. It has less than three-quarters the thermal efficiency of White Bay. The units are smaller on the average. There is one 7,500, there are five at 5,000, two of 2,000 and two of 2,500, against three of 7,000 at White Bay. Then the Ultimo units are also of an older type and older design, and are not so efficient in their operation. Then, again, the circulating water is quite a difficulty in Ultimo. At the present time we are rather troubled owing to the fact of the restricting of it as a consequence of the building of the city railway, which is heating our circulating water. We are getting an increased temperature, whereas White Bay has ample water with quite a low temperature.

1507. At Ultimo you have no economisers?—No.

1508. You have uneconomical boilers?—Yes.

1509. And you have a number of smaller units?—That is so.

1510. And you have a difficulty with your circulating water.—Comparatively, yes.

1511. Under those conditions, then, I presume you are not extending at Ultimo?—No, we are not extending at present, but I hope that the Commissioners will later put in larger units, because over a million of money has been spent there, and at the present time we are spending in order to make the circulating water satisfactory something like £130,000 or £140,000 on water ducts. It means a lot of money. We cannot afford to discard the station, and I think that later on probably the Commissioners will put in larger units—perhaps four units approximating to the latest size we are putting in at White Bay, and put in large boilers and economisers.



Witness—O. W. Brain, 24 July, 1924.

1511A. Does that not mean improving the station?—It would mean improving it altogether, because it would really mean substituting new plant.

1512. What you propose to do is to improve the circulating water and to put in larger units and put in economising plant?—That is so.

1513. But do you propose to enlarge the station in the same way that you are enlarging the station at White Bay?—No.

1514. Have you anything like that in mind at the present time?—No. The site does not admit of enlarging it to a modern super-power house, but I think the figures will probably show that it will pay very well indeed to enlarge it to the extent I have said, probably to four units of that size.

1515. But the higher cost is due to what you have stated, and do you hope to decrease that at all until you have made these proposed alterations—will you get a better load factor or anything of that kind?—At present we are not making the best load factor that might be made of our combined stations, for the reason that it is inadvisable with the present switch gear to tie the two stations together. We are incurring quite a heavy expenditure to put in modern switches which would handle any conditions that could arise with two big stations being connected like that. When we do that we shall be able to combine the two stations, and the improvement in load factor then will be rather in the direction of giving Ultimo a lighter load factor and transferring as much load as possible to White Bay, building up the load factor at White Bay because it is a so much cheaper station to operate; so while apparently Ultimo costs may be raised in the future, that will only occur with a very definite improvement in the costs as a whole of the current.

1516. Then you hope to be able to reduce the cost at both stations in the future?—Yes. That is to say, the total cost of the output of both stations—that is, the cost per kilowatt hour, I mean, for the total output of the two stations.

1516A. Then you are extending White Bay station?—Yes.

1517. And you are proposing to put in there machines up to 22,000 kilowatts?—Yes.

1518. Is that on account of the electrification of the railway or is it on account of the extended requirements outside the railway?—It is both. If we had not the city loading we should have to extend White Bay to meet the railway requirements, but as it is the power-house at White Bay will meet the requirements of the two for not a very great period of years on the present outlook.

1519. I may have to ask you a question about that later. Then part of your A.C. current is 25 cycles and part 50 cycles?—Yes.

1520. And you have transforming stations where you can bring those down to secondary voltages for workshops and signalling?—Yes, and for the traction supply. The bulk of the substations, of course, are traction supplies.

1521. Are you decreasing the 25 cycle and increasing the 50 cycle?—We are increasing the proportion of 50 cycle, but we are increasing the absolute output of 25 cycle because the Prince Alfred Park substation is 25 cycle.

1522. Are you decreasing the 25?—No. We are increasing the actual output of the 25 because we are putting in two 18,750 kilowatt units at White Bay, which will add 37,500 kilowatts to the present 21,000 and bring up the total to 58,500 kilowatts for the two reasons that the tramways, which are entirely 25 cycle at present, are increasing year by year, and portion of the railways will also be 25 cycle. Of course, I might say that had the art been sufficiently advanced when we first put out plant in, when we put in our 25 cycle, it would have been preferable to put in 50 cycle, and we should have put it in. Reliable converters for railway supply were not available on 50 cycle, and therefore the 25 cycle was being installed at that time practically all over the world on that account, but

as we developed and as the public supply must be 50 cycle, then as soon as we could we went to 50 cycle supply.

1523. Then you are not hoping in time to have a universal 50 cycle?—No.

1524. And you are not working in that direction?—Yes, we are working to make all our additional extensions, so far as we can, the 50 cycle. That is largely in the interests of the general public so that our current will be available wherever we go in the State for industrial and public purposes.

1525. I suppose that you have a large number of substations? On this return that I am looking at there are twenty-two. Are those in connection with tramways?—Those twenty-two are entirely tramways. That is a list of tramway substations.

1526. Yes—have you any automatic sub-stations?—Yes we have eight automatic sub-stations.

1527. Amongst these?—Yes.

1528. Are they working satisfactorily?—Yes, they are working very satisfactorily. We are very hopeful of extending that number and making a big saving.

1529. You are intending to increase it?—Yes, and I may say that one of my special objects in getting experience in the early stages of the automatic substations was that I thought that was probably the solution of satisfactory railway working, to be able to work the substations cheaply and thus not require such high voltage on the trolley wire.

1530. There are three substations here—Forest Lodge, Prince Alfred, and Meeks-road. Are those also in connection with tramways?—Yes.

1531. They are in course of erection?—Yes.

1532. They are for tramways?—Yes—Prince Alfred and Meeks-road are for the tramways, but they are part of the railway substation.

1533. Do you mean they are being put up for the railway or for the tramway?—The substation is to be erected for the railway and advantage is taken of the opportunity to use that centre for a distribution point for the tramways so that this loading which is shown on page 5, the normal rating shown there, is for the units for the tramways, but in that same building are larger units for the railways.

1534. You mean then that what is proposed here, as shown on page 5, are for tramways?—Yes.

1535. But you are going to use the same substation for railway purposes in the future?—That is in the case of Prince Alfred and Meeks-road.

1536. Not Forest Lodge?—Not Forest Lodge. In fact, Prince Alfred and Meeks-road are primarily railway substations and are being built for railway substations. Of course, their function as a railway substation is very much more important than as a tramway substation.

1537. Those will not be the only substations connected with the railway electrification?—No. There will be a number of substations on the railway electrification.

1538. You have not given me those at all?—No.

1539. Because they are not, I suppose, at present in course of erection?—We are proceeding with them. I think on page 6 we have given them, and the plant for those has been ordered.

1540. I will come to those directly. In the meantime, these are partly for tramways and partly for railways?—Yes.

1541. I notice that you have storage batteries?—Yes.

1542. Why do you have those?—Those storage batteries, when they were out in, showed very good figures indeed for tramway work. Lead was cheap then, and it was very economical indeed to save in generating plant and high-tension mains, and substation plant, to carry the peak of the tramway load on the batteries, and also the batteries were used at night time to obviate the necessity for staff being on duty. But of recent years and during the war lead went up to such a price that it became impracticable, and to a large extent it was good finance to drop them out of use. The price has gone down again now and we are renewing some of our batteries and really, to some extent,



re-starting our battery practice, though probably they will never be used generally unless there are some very radical changes in the outlook. There is no probability of their being used to the extent they were before the war.

1543. You deal with those for the peak loads; that is what you had them for?—That is what we had them for originally and as a stand-by.

1544. But you do not propose to increase those?—Not to any extent, no.

1545. These four substations—I see you have got Prince Alfred and Meeks-road over again here?—Yes.

1546. Are these five substations the only sub-stations which are proposed in connection with the electrification of the railway?—With the Illawarra line, that is all that is in hand at present.

1547. Over what area does that extend?—I have forgotten the mileage out to Waterfall for the moment.

1548. But it is the first section that you are dealing with?—Yes. It is the main South Coast line and the Bankstown line also.

1549. I think we had better leave that, because we shall want some information about the electric railways, and then I think we will bring this question of sub-stations into that. I was going to ask you some questions about this 25 cycle and 50 cycle in connection with the sub-stations, but I think I will leave that until we deal with them in connection with the railways?—Prince Alfred is 25 cycle. All the other four are 50 cycle. Prince Alfred is in the city, and the bulk of our city service is 25 cycle.

1550. And that is the reason?—Yes. We had a certain amount of the 25-cycle generating plant for it and at an earlier stage we started putting in larger 25-cycle units. The 25 cycle unquestionably has advantages for sub-station work and Prince Alfred being our biggest sub-station there were advantages in having it and no special disadvantages.

1551. Is there no disadvantage in not having uniformity?—That is the only disadvantage. One would prefer to have it all 50 cycle but we cannot do that entirely because we could not alter it on the trams. We have a big load, which must remain as 25 cycle.

1552. With regard to the coal that is charged for your power stations, I see you give the average cost at Ultimo and White Bay. Is there anything in that charged to the carriage of the coal?—Yes, we are charged with the carriage of the coal.

1553. I see on page 8 of your memorandum that you are enlarging your power station at White Bay in order to deal with the bulk requirements of the City Council—their future requirements—and it appears that the whole of the extension which you are making now will only deal with their requirements up till 1930, the estimates for 1930 being 70,000 kilowatts?—Yes, and as far as our estimates for railway consumption have gone up to the present, that will be the capacity of plant which we shall be able to provide together with the railway requirements. That is to say, we shall be able to meet the visible railway requirements and that 70,000 kilowatts.

1554. It rather appears from this, though, that what you are putting in now is intended to deal with the future requirements of the City Council. Do I understand you to say that what you are putting in now, the enlargements, are intended to deal with the future requirements of the City Council together with the future requirements of the railway?—Yes, and the City Council's additional requirements commence with 7,000 kilowatts next March, so their demand comes first in point of date.

1555. But what you are doing is intended to deal with both?—Yes.

1556. And will deal with the requirements, so far as you can see, until 1930?—Yes.

1557. Have you at present in your expectation any further power-houses than these two?—Yes. I have given a statement to the Commissioners showing the requirements, so far as they can be estimated, up to the year 1937.

1558. And would that mean a new power-house altogether, or extensions over the present?—It means a large new power-house.

1559. Further away?—Yes. Our proposal was a power-house somewhere on the South Coast, in the coal district, convenient to the circulating water, of a capacity of 300,000 kilowatts.

1560. With regard to Newcastle, you have a power station there with an output of 27,232,808 kilowatts, and your equipment at the present time is 14,000 kilowatts at a cost of 4564?—We have one 7,500 and two 2,500, and one 1,500 kilowatts, 25 cycle.

1561. That is at present?—Yes. There is also a 2,500 kilowatt 50-cycle unit and a 7,500 kilowatt going in.

1562. At Newcastle you are changing your steam trams to electric?—Yes.

1563. And for that purpose you are enlarging your power station there?—Yes.

1564. To what extent are you enlarging that?—We are putting an additional 7,500 kilowatt unit there at present.

1565. And will that deal with your expected electric tramway?—Yes, that will deal with the visible load for some few years.

1566. Do you hope then to reduce your costs?—I am confident we shall. Of course, we supply the entire city there, as well as the cities of Maitland and Singleton, and their service will grow. We also have an industrial load, and that promises to grow, partly depending upon the money that is made available to the Commissioners to instal plant.

1567. Then the present power-house, together with the extension, will supply the tramways of these municipalities of Maitland and Singleton?—Yes.

1568. I should like also, if you will let me have it, a balance-sheet for Newcastle as well as Sydney?—Yes.

1569. Now I will deal with your workshops. Your principal workshops, in which you deal with all your electrical work and tramway work, are situated at Randwick?—Yes.

1570. Are these workshops self-contained or do you get any help from Eveleigh?—We get some work occasionally from Eveleigh. We get castings from Eveleigh.

1571. Metal castings?—Yes, iron.

1572. All the non-ferrous castings you do yourself?—Yes, but the ferrous castings we get from them, and the work we do ourselves.

1573. At the beginning of the financial year you put in estimates of the amount that you require in money to carry on for the ensuing year?—Yes.

1574. You send those in in June?—Yes.

1575. Do you send them to the accountant?—Yes.

1576. Then do you get the amount of money which you ask for as a rule?—Are you referring to working expenses or loan?

1577. I was referring, in the first place at any rate, to maintenance and renewals—that is, ordinary revenue expenses?—Generally I get most of them.

1578. I understand that the estimates are not finally passed and agreed to until October?—Yes.

1579. Between June and October, does that mean at all that any of the work in your shops is kept back, or are you kept fully going all the time?—That applies more to the loan work.

1580. I am still on the maintenance and renewal?—I do not think that that affects our shops much as a rule, because I think I get most of my running supplies that I want.

1581. You mentioned loan. That, of course, is capital account?—Yes.

1582. Have you in mind at all the capital account for renewal of tramway cars, or are they renewed out of revenue?—There is a special fund that I am not too conversant on the finance of, but still the renewal of tramcars, the building of new tramcars in the place of old ones, which is undertaken by the Commissioners, is held



Witness—O. W. Brain, 24 July, 1924.

up on occasions for want of funds. It does not go as rapidly forward as the programme has been laid out on occasion.

1583. Would you charge anything to capital account unless it was an increased number of cars. You have at the present time 1,600 cars?—Yes.

1584. Would you keep those up out of revenue; that is to say, when they require rebuilding, would they be rebuilt out of revenue?—We renew a new car entirely out of revenue as it takes the old car's number and takes its place. All those questions are dealt with by the Commissioners personally, whether any given charge goes to revenue or to capital charge. Of course, where a car is built in place of another car and takes the number of the old car, in that case obviously, I take it as a matter of course, it must be charged to working expenses.

1585. Then, whenever you build a new car, does it take the place of an old car unless it is for an increased service?—Oh, no. We have built a number of new cars that have not taken the place of old cars.

1586. For the same service?—It has gone in generally.

1587. Does it increase the number of cars that you have without increasing the lines which they run over?—Yes, we have increased our number of cars. In fact, they do not go together. The Tramway Traffic Manager says when he wants more cars, and more cars are furnished really to meet his wants. Occasionally, when a new line is built, that line is charged with a certain number of cars. The Minister is told when the line is being considered that a certain number of cars will be required for that line and that line is charged with that number of cars.

1588. What is the average life-time of your cars?—It is rather hard to say, because the great bulk of our service has only been in service twenty years, and we are only just beginning to lose some of the earliest of them. When I say twenty years, the city service started in December, 1899—that is just on twenty-five years ago—and nearly all of the old box four-wheel cars have been displaced. That is the old-fashioned cars in which we had about twenty-six people facing one another. Then the eight-wheel cars that we were looking at at Randwick the other day, as a matter of fact they went into service in 1900 and 1901. They have been in the service twenty-three and twenty-four years, and some of those now are being rebuilt and sent to Newcastle.

1589. Are you talking about car bodies now;—how long has your electric service been in use?—The electric service in the city?

1590. No?—I make the difference because there were one or two insignificant lines once before. There was one first at Waverley, and there was one over at North Shore, started about 1894, and they increased in number over at North Shore. Then there was a line started in 1897 down at Rose Bay, about a dozen cars. Then our main service, that was the George-street line, the first electrified city line, was in December, 1899, and that is when the great bulk of these present cars were built. I mean, that is when they started being built. The older cars become obsolete rather than worn out. We did not reach our eighty-passenger car until nearer towards 1910. That is the big seating capacity and low step. Those we are hoping will last us over twenty years.

1591. Then you have no experience at the present as to the life-time of these electric cars and equipment except obsolescence?—Except obsolescence, and as we hope that obsolescence will not operate on these we are hopeful that these will have a life of over twenty years. Of course, I might say that that applies more to the car bodies than it does to the motors. The equipment probably will become obsolete earlier.

1592. How is that obsolescence going to be dealt with annually as the time arrives, or have you any sort of reserve fund in anticipation of it?—That is a matter of the general policy of the railways, but as it has been done the material has been ordered. For instance, we have ordered hundreds of new motors to replace the old ones

The charges have been distributed by the Chief Accountant over certain periods subsequently. A number come out at one time and they take some months being put into place, and the Accountant charges those somewhat similarly to the arrangement in connection with the throwing out of big power plant.

1593. And you deal with those annually from year to year?—Yes, that is dealt with from year to year.

1594. And it is quite possible that you may arrive at a time when you will have to do a large amount of renewals?—Yes.

1595. It would not average itself out to an equal expenditure year by year?—No, and that is partly due to the fact that finances are not given to us. I made a recommendation a number of years ago to another body of Commissioners to replace a number of motors very expensive in upkeep. They were not replaced for a number of years, and the war came on and the prices became almost prohibitive for replacing them. However, they became so bad that a number had to be replaced. Then in that case it makes it a somewhat uneven charge.

1596. Do you consider your shops are well equipped with machinery?—I think so. We are improving them from year to year.

1597. Do you get all the machinery that you ask for?—Yes; not always, but generally. I think recently, in Mr. Fraser's time, we have mostly got what machinery we have asked for.

1598. Then you are quite satisfied with the machinery as it stands in your shops?—We have some old machines that we do not see our way to replace. It does not look economical to replace them at present.

1599. The value of your machinery I see is practically £150,000?—Yes.

1600. And you have expended in the last ten years £44,500?—Yes.

1601. The bulk of that was expended in 1922, when you appear to have got a considerable amount of new machinery?—Yes.

1602. With regard to your stores, are they under you or are they under the Stores Comptroller?—The stores generally are under the Comptroller?—Only small running stores are under my officers at the different locations.

1603. And anything that you make in the works that is not absolutely charged off to some particular order is put into the stores?—Yes, except the running material that they are using in the shops themselves in connection with the repairs.

1604. That is made to a particular order?—Yes.

1605. But I presume that you do make stores for repairs?—Yes.

1606. I mean to say you do make certain material into parts for repairing purposes which cannot be charged off and those go into stores to be taken out again by you when required?—Yes. That, as I understand it, is the material I was trying to describe that is used in the shops as they are going along with their repairs.

1607. Because I notice that you say here that you make quantities of each item for stock which are used as required for repairs?—Yes.

1608. It is those items which I am speaking of?—Yes.

1609-99. When you make quantities for stock which are used afterwards for repairs, do they go into stores?—I would rather the works manager answer that question. We certainly make large quantities of material which is used subsequently, which goes to the Comptroller. The Comptroller takes them over. Just the line between them and which of the material the works manager puts into his own stores I could not say. There is a certain amount. I take it it is mainly the smaller material of the smaller value which he puts into his own stores and uses as he wants, but the large quantities, running into big figures, are taken over by the Comptroller and issued by the Comptroller again to the works manager as wanted.

1700. Can he make quantities of items for stock and keep them himself under his own control and use them



when he desires?—I should say that only applies to small quantities of small value, because the stores that he has are not very large.

1701. However, your stores, with the exception of small ones, are under the Stores Comptroller?—Yes, right throughout the service.

1702. You have a very complete system of gauges in your works?—Yes.

1703. Do you work to standards throughout?—Yes.

1704. Therefore the work is interchangeable?—Yes.

1705. Does that apply to all your work, or only to the tramway work—you see, you have signalling and you have other things?—Yes, generally to all our work, but I cannot say with all the works with the same precision as the tramway works.

1706. And you find no difficulty in dealing with it in that way?—No. It is an advantage.

1707. A great economy?—Yes.

1708. I notice that you have given up colour painting and instituted enamel painting?—Yes.

1709. Was that for purposes of economy, or was it durability?—It was both. It is economy and durability, and it keeps the cars not so long out of service.

1710. Do you think in every way it is an advantage?—Our experience so far is; we feel quite sure that it has been quite a step in advance.

1711. Is your timber bought by yourself or by the Comptroller?—By the Comptroller.

1712. Is it timber which you have specified?—Generally.

1713. Is it inspected by you before being purchased, or afterwards?—Our officers certainly do a good deal of inspection, but I could not say they inspect all the timber that is bought for the tramways.

1714. I suppose somebody inspects it?—Oh, yes, it is inspected.

1715. Then you do not know whether the inspectors are under your supervision or under the supervision of the comptroller?—There is a lot of inspection which is done by my foreman car-builder.

1716. Is that after you receive it?—He goes for some inspections, but I am not very sure of my ground there.

1717. You do not know whether that is at the request of the comptroller or not?—No, but I do know that the timber receives a very thorough inspection.

1718. However, you are satisfied with it when you get it?—Yes, for the most part, but when we are not we reject it.

1719. And you work on a bonus system to a large extent in your shops, and you specify what timber you require?—Yes. More than half the men are working on the bonus system now, which we are gradually extending. It presents many difficulties, but we have a special staff on who are endeavouring to make an art of it.

1720. I notice that you have a system of what you call "cadets" in your shop, and I judge from your memorandum that they are intended for higher class work—something above the workman class?—Yes, I think there are about fifteen in the service now—though that is only a guess.

1721. Your works manager knows more about it?—Oh, no! It comes through my hands, but they disappear into the service. It has been a very advantageous system. Once a year we have an examination, and it depends largely upon the result of that what we think of these fellows when they present themselves.

1722. Is it an examination of apprentices?—No. The examination is advertised. They have to obtain the leaving certificate, and then they are required to sit for a special examination for cadets. One of my officers—a highly-qualified graduate—takes charge of that. It is an examination in general engineering and electrical work, and physics.

1723. Is that an examination which you carry out, or is it in connection with one of the universities?—It is carried out by the department at the Railway Institute under

the same conditions as other examinations. We advertise for candidates, and put them through two examinations.

1724. And you select a certain number from those candidates?—One as a rule.

1725. I see their course is somewhere about two and a half years?—It may extend to five. They can come in at 16 and stay for one year after 21. They are not at the Randwick shops alone.

1726. The passage on which I noticed it is page 28 of 69A. This puts the months in the various shops, and it totals that two years and eight months, but you say they can go on for five years?—Yes, because the Randwick training is only part of their experience. They are also given telephone and lighting training, and in the power-house and the sub-stations. This is the works manager's report, and that is all he has to answer for.

1727. What happens after those two and a half years?—They go through a similar set programme on the power side. They go through all the other sections of the department.

1728. Then do you select from those cadets officers for vacancies?—Yes, they gravitate almost automatically into useful officers. The good ones who have been under different officers are applied for by those officers, and they have made some of our best men.

1729. Do you guarantee them work?—No, but I do not think we have ever turned any cadet off. In some cases cadets have merely gravitated to quite subordinate positions, because they have not shown qualifications.

1730. With regard to your tramway system, do you get out any costs which guide you in deciding whether or not you are working economically?—Yes, complete costs are made out every month per mile, and per thousand kilowatt hours. All our costs are divided into headings.

1731. How do you judge whether it is good or otherwise?—In a good many cases we have comparisons with other parts of the world; but in recent years, I must admit, that we have compared them with our own results and endeavoured to improve our results all the time. These things can only be judged by comparison with one's previous results, or with outside results. Outside it is very often the case that the conditions are very divergent.

1732. You have to allow for that, but you have been comparing with your own self as to whether you are making an improvement or not?—Yes.

1733. And, so far as you are concerned, are you improving?—Yes, I think we are improving almost everywhere; but if not we know the reasons and provide against them.

1734. Could you let me see some of those comparative figures?—Yes.

1735. I suppose your labour costs are high as compared with those in Britain?—Yes.

1736. If you doubled them, would that be a good comparison, roughly speaking?—I should not like to say, because the conditions in England change so rapidly. A little while ago English labour costs were very high, and it looked as if we had a chance of manufacturing here, but now the English costs are apparently coming down.

1737. I do not think so!—The prices here of large machinery particularly have come down very materially.

1738. Because the English manufacturers are satisfied to work at a very great deal less profit than they have before; but, as a matter of fact, in the electrical industry the wages have quite recently increased?—There has been a very substantial drop in the prices of large units, generators, and that sort of thing. I have not in mind what would be a fair increase to put on English labour charges to bring them up to the rates here.

1739. So far as material is concerned, of course there is not that amount of difference?—Not in some materials, but there is in others. Labour charges here change very frequently; and owing to the numerous awards the department does a lot of work in regard to adjustments of wages and so on, over which we have no control.



Witness—O. W. Brain, 24 July, 1924.

1740. And the only advantage you are able to get is by some bonus system which you are using largely in your shops?—That is so.

1741. You are satisfied that your costs are on the decrease?—Yes.

1741A. Sir SAM FAY: I gather from an answer that you gave just now that you have occasionally been held up on renewal work by reason of financial stress?—Yes, I think I mentioned particularly the renewal of rolling-stock. We have been told that we could not have the money.

1742. Recently?—Yes, I think in connection with the additional cars for Newcastle. The Chief Commissioner informed me that we could not proceed on the lines we had laid down at the rate at which we had been working.

1743. Was that on renewal account or loan account?—I have a little difficulty there, because we are really renewing cars, but in place of those we are building new ones.

1744. That was surely on loan account?—Yes, the new car, I presume, is charged to loan account. Anyway, we have an additional car.

1745. Is that the only case you have got?—I cannot think of any other in connection with renewal or maintenance where we have recently been held up. I mentioned the case of renewal of motors. There is no doubt that in some of those cases the inability of the Commissioners to replace old equipment has been owing to financial reasons. There would be more instances of that kind, because we have had obsolete equipment at various times which I pointed out that it would be very advantageous to replace, but I was informed that the money was not available.

1746. That is to say, you have gone on with an inefficient machine in place of a new one which would have saved you a good deal of money?—That is so.

1747. Does the Auditor-General check your accounts?—I understand so, though he does not deal with me. We have an accountant for our department.

1748. Is he in any way under the Chief Accountant?—No, but he is answerable in his methods to him.

1749. I think you said that when you get a new tramway line the vote that you get covers the necessary cars to run that tram line?—Yes, though perhaps I had better be careful here, because there was some suggestion at one time that the rolling-stock should not be included, and I do not know the present practice.

1750. You are responsible for the telegraph instruments all over the railway?—Yes.

1751. And you have to send men out to remote parts of the country?—Yes, but it requires very little attention. They are Morse instruments, and we are not responsible for the wires outside.

1752. Would there be any difficulty in your being relieved of that?—I do not think so.

1753. You are sending men out, and the Signal Superintendent is doing the same? You look after instruments on one side and he on another, and he looks after the batteries on one side and you on another?—There is very little difficulty about that. There are only two men in the whole service on it. I offered to transfer them to Mr. Byles some time ago, but nothing was done.

1754. You have a very nice programme of new works in view, but are they all sanctioned?—The majority of them; but some have not yet received the Commissioners' approval for the expenditure of the money. I keep the Commissioners advised as far ahead as possible as to what is involved in each step.

1755. Have you a programme of construction for sanctioned works?—Most of those have a certain time in which I undertake to do them when they are passed, that is, on the assumption that we get the money.

1756. Have you ever been held up in the contract in the construction of works on account of shortage of money?—Very frequently. We may require a large amount of money to spend on a sub-station, and I say I will spend it in a certain financial year. Perhaps the

money does not come forward, or the building is not completed within that year, and I dare not order the plant, because it is very heavy material and must be properly housed. Consequently I hold back my orders until there is a prospect of erecting it, and frequently a substantial delay is caused.

1757. Does not that mean waste?—It means that that service is not available then.

1758. Have you ever had to stop building when half-way through?—I should not like to say in regard to building. Mr. Cowdery builds for the tramways and Mr. Ranken the railways. We do not get the buildings when we expect them, but we are not responsible for that. I know what I want in the building, and give the plans, and they do the architectural work. I know that the buildings have not been completed to time in a number of cases.

1759. Can you give us a programme for five years ahead, showing what has been passed, so far as your department is concerned?—Yes, but take the railways. I have an idea what power will be required on the railways within the next five years. If the money does not come forward for our anticipated requirements the work will not be done.

1760. I am assuming that all this has been agreed to, and that Parliament has passed it?—They have passed electrification, but have not passed the money which will enable it to be done. This is a little outside my realm—but the Commissioners must get the money each year which they are going to spend in the following year, but if they do not get it they cannot give the officers the order to go ahead and incur expenditure.

1761. In the organisation of your department cannot you look further ahead than one year?—We do, to some extent, because occasionally we have to place orders that will not be executed in less than two years. I think the Commissioners in that case take the risk.

1762. Do you not find it extremely inconvenient to be held up?—In some cases it is, and we have on occasions been short of power.

1763. But you are quite unable to get out a programme for your own purposes to cover a longer period than one year?—We cannot do so with certainty—that is, in connection with new works. Of course, I get out my programme just on the assumption that I shall get it. I prepare my programme for more than a year, with the knowledge that if the money does not come the programme will not be followed out.

1764. Can you give us a programme for the next five years of works that have been passed?—It depends upon what you mean by that. The White Bay power-house has been built, and the Commissioners are completing the building, as you saw. At present we have two 22,000 kilowatt units on order and two 18,750. I have received approval for calling for tenders for another 22,000 kilowatt unit, and they have been called. Whether the Commissioner will have approval for that money or not when we get those tenders I do not know, but I have every expectation that they will. Then there is room for two more units after that to keep up this contract with the City Council, in regard to which a special Act was passed to enable us to enter into it. We will require the other units following almost annually. The policy has been approved by Parliament, and that agreement was authorised by a special Act. I have a programme laid out, showing that all those will be in service before 1930.

1765. If, for any reason, the electrification of the railways is held up, your power will not be required?—Not all of it, but a good deal will be wanted for the City Council. Within a few months it will be necessary to take the preliminary steps for the new power-house.

1766. Is the question of the City Council supply more important than the supply to the railways for electrification?—Oh, no; but I mean they are both required, and if the Government did not give us the money for the City Council it would be a very serious position indeed, because the whole city is depending on us now. They are not



building now, and if we had to run the city supply short for industrial and public purposes it would be a bad thing. It seems to me that there is an obligation. The position is a little unsatisfactory. The Lord Mayor saw the Chief Commissioner on this very point—what is their position if the Government will not give the Railway Commissioners the money to carry out this contract into which they have entered? Either must give five years' notice of termination of this agreement in this, so we are responsible for all that is involved in the necessary power-house provision so far as it concerns the City Council for the next five years at least. I drew out the 1937 diagram, showing what was wanted, and it showed an expenditure of something over six millions in that period. That means that the new power-house must be erected by 1930. As the site has to be selected and all arrangements made, it will be seen that it is certainly desirable that a start should be made next year with regard to the preliminary steps. We are asking for an undertaking to the Commissioners that would enable them to carry out their contract with the City Council. A qualified approval has been given that the Government will stand behind the Commissioners up to the completion of White Bay, which is a direct undertaking to supply that capital. Within twelve months the matter will have to be further considered, because the Commissioners will have to come within the five years period. If they did not get the undertaking from the Government it would mean that the Council would start a power-house of their own, which would be very regrettable.

1767. I take it that in all these things you have given the Commissioners an estimate of the cost and the date within which you will complete?—Yes.

1768. Sir VINCENT RAVEN: You have had a considerable section of research work, which appears to have been carried out very thoroughly. I understand you do some research work for Mr. Lucy?—Yes.

1769. Is this research work charged to general charges, or how do you apply the cost of this investigation?—I am afraid I should have to ask my accountant about that, but I assume he would charge them to the work with which they are connected, though, in some cases, it is difficult to do that.

1770. Have you any idea of the actual cost attached to that department?—No. It has been a rapidly growing one, and the man we have in charge has proved so useful, owing to his exceptional ability in a number of special investigations, that his work has grown very rapidly. His staff has been rapidly increasing, and is to-day probably 50 per cent. greater than twelve months ago. I think Mr. Lucy is now establishing somewhat similar conditions in Eveleigh. He has an investigator, though I do not know what class of work he takes. Possibly we may be doing less of his work in future.

1771. Of course, it is difficult to put into money value what you are getting out of a department of this kind?—Yes. Owing to the fact of his having been able to make a satisfactory pinion during the war we were saved from a very great difficulty. We could not get pinions from anywhere, and the one we are at present making is of a better class than we can buy.

1772. I quite realise the advantage of a research department of this kind, but I should like to have some idea of the actual cost?—Very well, I can get that.

1773. Outside your shops in connection with your tramway system you have a number of car sheds?—Yes.

1774. Can you tell me how the stock is dealt with there?—They are inspected every other day. They have a short run and a long run alternately. Inspection is thus possible in daylight. The effort in the car shops is to do nothing in the nature of workshop work, but to replace parts, and when anything more is required to send the car to Randwick. We have a very small skilled staff in the car sheds.

1775. Do you keep separate costs in connection with that?—Yes, the costs of the parts are kept separately.

1776. Are they drawn out of your stores?—The Controller has a store at each of the car sheds, which is entirely under him. We have a staff of about 600 connected with this car shed work.

1777. But they deal entirely with the running work, and any repairs which are required are sent in to the Randwick shops?—Yes, except ordinary replacements.

1778. I think I shall probably have to ask you for the cost of the car sheds and the staff outside?—The overall costs, or the costs per car mile.

1779. We can work out the costs per car mile if you will give us the overall costs, because none of your costs appear in the actual statement?—Very well; they are prepared every month.

1780. You deal with all the electric lighting and supply the energy and do the repairs, and I suppose you charge to that particular section the energy which they use at a certain figure?—Yes.

1781. Where are the lighting repairs done?—We have a special depot at the Central Railway Station for small repairs, and any serious work is done at Randwick.

1782. You buy the great bulk of your fittings outside on contract?—Yes. Where a specification is required we make one, but a good many things are standard articles in connection with this equipment. Radiators are standard articles. As regards service transformers, we make our specification out, which has to be complied with.

1783. I suppose you test most of these things, even the lamps?—We test the lamps for efficiency, and, of course, every transformer to see that it is all right, but we only test samples of the lamps. That is done very elaborately at Randwick for candle-power and efficiency. The lighting section is a considerable one, and it is entirely under me.

1784. Do you have the lighting of the carriages under you?—Yes, except that under the new arrangement the Chief Mechanical Engineer takes over all the rolling-stock, and I only act in a consulting capacity. He will have the lighting of the electrically-driven carriages.

1785. What about the steam stock?—That is all under me. The new electrical stock is under him, but he uses me as an electrical consultant.

1786. He consults you with regard to the train equipment and lighting and everything?—Yes.

1787. Are the cables, &c., under you?—Outside from the trolley wire to the power-house it is mine, and all the cables and mains are under me.

1788. And the pole erection with regard to the electrification?—As to those big steel masts, the mast erection is being carried out by the Engineer-in-Chief for Existing Lines, and I erect the cables and wires. We are making some of those poles in Randwick works. The cables are under me.

1789. And all the rail bonding?—The rail bonding is under the Signal Engineer, but I make the bonds. Then, of course, the rail bond has to meet my requirements. That is a case where both officers are concerned, because he has to have the transformers and the circuits and so on to complete his signal system. We have to work in conjunction. I have nothing to do with the electric signalling.

1790. Can you give us any reason why that is separate from the electrical department?—It was my proposal. When Mr. Johnson came out I pointed out to him that the interlocking was in the hands of the interlocking engineer, and all the electrical services in connection with the interlocking and the signalling were in my hands, and that it was frequently the case that repeaters and so on connected to his points and other apparatus wanted attending to. Two persons being responsible, it was quite possible that there would have been a disclaimer of responsibility under certain circumstances which would have caused trouble. It was not advisable to have two connected systems of interlocking and two different officers responsible. I pointed that out to Mr. Johnson, and shortly after that he decided to call for the Signal Engineer. It seemed to me that that was the only course



Witness—O. W. Brain, 24 July, 1924.

open unless I was prepared, and the Commissioners were prepared, to give me the points, which I certainly did not desire to undertake. When the Signalling Engineer came out, I transferred my senior officers, and very highly qualified officers, to him. They had specialised in that work, and since then that work has grown a great deal.

1791. Then he does not use you as a consultant in connection with it?—No, though he refers to me sometimes.

1792. Would he call himself a qualified electrical engineer, or does he rely on the staff which you transferred to him?—I would rather not say.

1793. I notice that in connection with the workshop you have stables for forty horses; for what do you use them?—For the tower waggons and tip-carts and pole removing, for taking the cables about and carting concrete and so on. A lot has to be taken by road in connection with the tramway service.

1794. But the railway service could be moved about on the rails?—Some of the material is advantageously taken about on the roads.

WITNESS: I should like to say that although Mr. Byles, as far as I know, had not done very much electrical work before he came here, he was a signalling expert, and I know that now he is quite conversant with his system and with the electrical circuits at the railway station. I know my officers have been useful to him. No doubt he has learned a great deal about the electrical work since he came here.

1795. Sir VINCENT RAVEN: Have you workshops in connection with the cable department?—Yes, at Leichhardt, though they are not elaborate. I like to make all those outlying shops as small as possible, and only carry out detailed work. I find the besetting sin of nearly all engineers is to get a workshop if they can, and it has been a battle to keep the workshops down. As soon as I find they are building up a shop to any extent I get the work transferred to Randwick. It is advantageous to have one or two blacksmiths there for doing special little jobs that turn up in connection with overhead line construction.

1796. You have anticipated my question, but you believe in concentration as opposed to decentralisation?—Most certainly.

1797. I see that you have a large mileage of cables to deal with. Are those bought outside on a specification through the Stores Department?—Yes, though at one time I dealt with them all direct. I issue the specification and deal with the tenders and acceptance and everything. The Comptroller's part in connection with the special technical things of that kind is mainly seeing that the contract is in order, and he passes payment for stocks.

1798. With regard to the telegraph section, Sir Sam Fay put a question to you and I see that you have a workshop?—Yes, at Redfern, employing about thirty-five hands.

1799. Is it contemplated that they should take your Randwick workshops in future to Chullora?—Oh, no; not the Randwick shops; it would be very inconvenient for the tramways. There is room for extension at Randwick.

1800. Then would not this little workshop be better there than detached somewhere else?—They do a great deal of incidental railway work which has been advantageous, but it might be worth considering transferring the bulk of their work to Randwick. That has been a special class of work which has grown up, and it works very well.

1801. You have another department here which appears to me to require a little explanation as to why it should be under you; the repairs and purchasing of clocks and watches, typewriting machines, and so on. I should have thought that the Stores Department would be the people who would deal with all that, and perfectly able to do it. You do not repair them, but simply get them done outside on contract?—Yes, we have a man who takes the contract, and we find that cheaper. At times the department has undertaken it, but we have gone back to the contract system. It wants somebody to look after it and check it. It is a troublesome little job, but there is not much in it.

1802. All those things are done outside?—They are done in a shop within a few yards of my office, and my chief clerk handles that work, and keeps stock of the clocks and watches, and sees that all the different departments are supplied promptly, and checks those cases where the watches and clocks are abused, and sees that the contractor gets a fair deal.

1803. I do not attach much importance to it, but it struck me as a peculiar addition to the electrical engineer's work?—There is no particular advantage to me in having it. Somebody else would have to undertake the work. The Comptroller is a little more distant, and perhaps it would be advantageous for the contractor to move his store, though I cannot see any reason why it could not be satisfactorily done by the Comptroller. In regard to typewriter repairs, it is an advantage to have a qualified mechanical engineer looking into the details and seeing that the Department is properly served in the matter of repairs. I think it is advantageous to have that work under an engineer.

1804. You deal with motor-cars?—Yes—unfortunately—and there are about eighty of them. They come into us when requiring repairs at Randwick. Some are sent outside. The unsatisfactory feature is that every now and then a car is bought and put into some man's hands, and he gives it very rough treatment in the bush—perhaps forgets to oil it altogether—sends it back for some trifling thing, and large repairs are required.

1805. Do you keep a number of spare parts for these cars?—I do not think so, but I think the works manager would send to the local depots. There was a proposal at one time that I should undertake the repair of all the Government cars, but I asked the Commissioners to decline it. I knew that a good car might be knocked about by an inexperienced driver, and when it came to the repair shop in six months it might cost, perhaps, about £200 to put it right.

1806. Do you keep those repairs separate?—Oh, yes! Each department is charged with repairs for its own cars, and that is where the trouble comes in.

1806A. WITNESS: In connection with one question that you asked me, I should like to mention that the figure I gave you showed the equation for the charge to the City Council. You said that you would like to know what would be the probable cost in connection with the railway service. That very complicated definition in the agreement is really embodied in that equation, .29 of the root of  $\frac{1.00}{.35} \times \frac{11}{12}$ . That  $\frac{1.00}{.35}$  is merely the reciprocal of the load factor, and  $\frac{11}{12}$  is an assumption. For instance, if we have 44,000 kwts. of plant in service and 48,000 kwts. of guaranteed load, the relation of the plant in service to the guaranteed load would be  $\frac{11}{12}$ . It takes about twenty lines in the agreement to set out, but this is all it amounts to. It is the reciprocal of the load factor of the individual consumer multiplied by the reciprocal of the load factor of the effective plant. There is a capital charge of £3.25 per kw., and that at 35 per cent. load factor works out at .255d. The running cost equation gives .47d., making the total cost .725d. Deducting a profit of 10 per cent., it leaves the actual cost to the Commissioners upon this basis, which is the result of very careful computation, at .653d. at the power-house. Your question was in regard to the cost at the sub-station. Our line figures, worked out on Kelvin's law, average a loss 3 per cent. for the latter, makes 6 per cent. increase, and the actual value of that should be just equalled by the capital charges on the cable, and if we charge another 3 per cent. for the latter makes 6 per cent. increase, and the cost, therefore, at the sub-station to the Commissioners under these circumstances should be .692 per kilowatt hour. I have taken the 71,000 kilowatts at 35 per cent. load factor, which equals 21,800,000 kilowatt hours which, at .692d., equals £627,000. That is taken on 72 watt. hours per ton mile, which is the result of many months of work. I have worked in conjunction with the Chief Mechanical,



Engineer's officers in obtaining that ton-mile result. This is assuming 500 pairs of cars. It is shown on the statement.

1806b. Is 35 per cent. as a load factor a fair thing, because, of course, it is an estimate which does not exist?—I admit that Mr. Hodgson's estimate is lower. If we take the hours he gives it would be lower than thirty-five. The load factor in Melbourne is over 50 per cent., but that includes a great deal of industrial load as well, but it must be certainly a long way above thirty-five. The load factor for the whole of the British electric railways in 1918 was 37 per cent. Mr. Bradfield carried out very elaborate calculations over the system, and he arrived at 36 per cent., so I think 35 per cent. is fair, and it accords with a number of systems. I think that is the figure you really asked me about.

WILLIAM HUTCHINSON, Chief Engineer for Railway and Tramway Construction, sworn, examined as under:—

1807. Sir SAM FAY: You are responsible for the construction of all new lines for the New South Wales Government, under the Commissioners?—Yes, with the exception of the city railway, for which a separate branch has been created. I have nothing to do with that.

1808. Formerly you were the engineer for the Public Works Department?—Prior to 1st January, 1917, the Railway Construction Branch, since its inception in 1855, was under the Public Works, not under the Railways, and I was there as an officer and chief of that branch before I came to the Railways.

1809. Then in 1918 you were transferred to the Railway Commissioners?—On 1st January, 1917.

1810. Do you make surveys for new lines?—The surveys are all made by Mr. Kennedy, who is the Railway Engineer for Surveys.

1811. Is he under you?—No. He was up to a certain time, then afterwards he had a separate branch created.

1812. So that as far as you are concerned you have to take over the construction of a new railway, the survey for which you are not responsible for?—No. I have certain rights. If I want deviations made, or if I think alterations should be made I have the right to get that done.

1813. You make the suggestion to whom?—Now I should make it to the Secretary for Railways.

1814. If you were not satisfied with the location of the lay-out?—Yes. For instance, in constructing some of our lines we often see necessary deviations. I make them then without consulting anybody.

1815. Having the layout before you, you proceed to get the plant on the ground?—Yes.

1816. That plant is your property, so to speak?—Yes, it belongs to the Railway Construction Branch.

1817. What is that plant capable of doing;—is it capable of constructing completely a line of 100 miles in length?—Yes, with the exception of the locomotives, and probably some trucks. Under the present arrangement we hire those from the Chief Mechanical Engineer. When we were with the Works Department we had our own locomotives. I think we had about eighteen locomotives when we came over to the railways. They were then absorbed in the Chief Mechanical Engineer's Branch, and I have to hire those when I want them.

1818. The Chief Mechanical Engineer took over from the Public Works the engines which you formerly had?—Yes.

1819. And when you want engines for construction you go to him for the loan of them?—For the hire of them.

1820. And a charge is made against the construction of that branch?—Yes.

1821. Then with regard to material—rails, sleepers, fastenings, girders, and so on—do you buy?—If I want any material I make a recommendation to the Railway Commissioners. They will approve of it or reject it as

they think fit. If they approve, I get out the tenders and the specifications and the drawings, and tenders may or may not be invited. Generally, if it is a large thing tenders are invited. Those tenders would come on to me for recommendation. I make a recommendation, and the Railway Commissioners exercise their right as to whether they approve or disapprove. That is the *modus operandi*.

1822. That is to say, public tenders are invited for the material you want?—For anything that is of a large amount. For small amounts we will get quotations, probably from a number of firms.

1823. Does not the Chief Engineer for Existing Lines supply you with a good deal?—Take the case of bridges. He is making at the present time, and has been for some time past, most of our steel bridges. We are not getting those made outside the Railway Commissioners' shops. I supply a list of the necessary material. The Comptroller of Stores sets about and gets that material. The dog spikes and fishbolts for the lines are made, the dog spikes chiefly by the Existing Lines Branch, and the fishbolts by the Chief Mechanical Engineer's Branch, on requisition of those branches.

1824. Do you buy the sleepers?—We have bought those for many years past direct from the cutters. Just at present I requisition for them and get them from the Existing Lines Branch.

1825. The same thing with regard to rails?—No; I have my own contracts for rails.

1826. You make your own contracts for rails direct?—Yes; of course, with the approval of the Commissioners.

1827. When you commence to build a new line, do you give the Commissioners an estimate of the cost, and the date on which you can complete?—No; I could not do that. I give them an estimate of the cost. That is laid down in the Act. Any expenditure over £20,000 has to be approved by Parliament. An Act has to be passed for that, and in that Act the amount of money proposed for the line is stated. That, of course, is known by the Commissioners. Beyond that I do not give them another estimate.

1828. But the original estimate is yours?—Yes.

1829. Do you give a date for completion?—No.

1830. Why?—Because you never know what money you are going to get or how long it will take you to complete.

1831. Then when you start a railway, whatever the length may be, you are not in a position to say when you can complete that work?—No. I would be in a position to say when I could complete it, if all the money that I wanted was provided, but it never is.

1832. So that it means that you start on the railway, the estimated cost of which is so much, based on continuous work?—Yes.

1833. But in consequence of the budget being a yearly one, and your not knowing whether you are going to get the money or not, you are unable to give a date for completion of the work?—Quite so.

1834. When you start a new railway you appoint a resident engineer?—Yes.

1835. You have, I suppose, a number of men at your call?—Yes.

1836. Permanently employed?—Yes.

1837. You have given us not only a number of estimates, but the actual cost of certain of the works which you have carried out?—I selected two as an illustration—a light and a heavy line.

1838. What struck us rather was that the surveys of these lines seem to cost a very considerable sum compared with the total cost of the railway. Is there any particular reason for that?—Take your Glenreagh to Dorrigo line. Your surveys and so on cost £22,000. It seems a lot of money?—I can explain that. This particular line is one of the most difficult lines I think we have ever built in New South Wales, and there has been a tremendous amount of survey work. For instance, the trial surveys are up the face of a range from Glenreagh on the North Coast, and it is an extremely difficult survey. When the



Witness—W. Hutchinson, 24 July, 1924.

surveys were made they were through a dense forest that you had to cut your way through. This is not an ordinary survey; it is an extraordinary survey, and although that amount there seems very high, it should be borne in mind that there was a tremendous amount of exploration work and difficulties in making that survey.

1839. They could not get their levels by observation?—No. It was a most difficult job in every way. Then the country is so rough that a very great deal of detail work had to be done before you could locate a line at all.

1840. Did they follow a river course or anything of that sort?—No. The line rises for the first 12 miles right up the side of a range. It rises about 1,800 feet, then it is crossing and recrossing quite a number of waterways at right angles nearly. Another thing is the rainfall is extremely heavy, and there is a tremendous amount of delay not only in survey work but in construction work. That would be an instance of the very heaviest expenditure in connection with the survey of any line I know.

1841. That is an explanation of the rather extraordinary cost of survey, that they could not take their sight levels?—That is so.

1842. Do you know how long it took them to take those levels?—There were a great number of parties at different times; different lines with different curves were surveyed. For instance, the first time this was surveyed the curvature was 5 chains. The estimate for the 5-chain line was very much less than the estimate for the line of 8 chains. We were then under the Works Department. The Railway Commissioners then said, "We want that line changed to 8 chains to take our rolling-stock and certain of our engines," and the change was made. That meant a fresh survey practically of the whole line.

1843. What expenditure in your particular branch is there authorised within the next four or five years?—That is never known. I do not know to-day what amount of money I am going to get for this financial year, which we have just commenced from the 1st of this month. It is impossible for anyone under the method of voting money to-day to lay down a fixed plan and arrange an organisation extending over, say, a period of two or three or four years. It is quite impossible, because Governments change. Incoming Governments have different views about lines from other Governments, and the amount of money they vote depends just upon the will of Parliament.

1844. When it is decided that a new line shall be made in the country, is not a vote taken for your estimate of cost?—No; an Act is passed, but it does not follow at all that the line will be proceeded with at once—they might not even construct the line that is authorised by Act of Parliament. There are lines which have been authorised by Act of Parliament years ago which are not built to-day. Nor do they, when they put an Act of Parliament through, at that time raise the money for building the line. The process which is followed is: after the Act is passed the Minister will say to the Railway Commissioners, "We are going to place a certain sum of money this year on the Estimates, and we wish you to have that line started." That is the way the line is started, and only the particular amount of money is voted for that year.

1845. Apparently there is a committal by the Government more or less for the expenditure over the next few years of two or three million pounds at least?—To-day there are six lines for which there are Acts of Parliament. Presumably those lines will be built, but no instructions have yet been given to the Commissioners to build any of them. They run into a good deal of money. There are three tramways authorised; probably they would be under £100,000, but the railways will amount to a good deal.

1846. Upon which a good deal of money has been spent in survey?—Yes.

1847. Then what does it mean to you under the existing organisation; does it mean that when you have a railway half constructed you are suddenly told there is no

more money available?—We have lines that we are finishing now that were closed down owing to the fact that there was no money to construct them. That, I think, was largely due to the conditions prevailing in war time. That would be rather abnormal, of course. But what does happen is—say I had a railway 50 miles to build at a cost of £300,000 or £400,000, I might be ordered to commence the construction of that, and on the vote £50,000 might be put down for the first year. That means that you cannot carry out your work in the most expeditious way or the most economical way, and that is one of the difficulties, I always contend, in carrying out the work by day labour, which is our principle to-day. If the line is let to a contractor the Government has to provide the whole of the money, otherwise the contractor would bring enormous claims if he was blocked, and quite rightly so.

1848. We have looked through some of the minutes which you have made from time to time at your monthly conferences, and of course we could not help but be struck by some of the remarks which you have made. According to these minutes, you have said from time to time that you could not economically carry out the work?—That is quite correct.

1849. And that you could have finished the lines very much earlier?—Yes.

1850. And have earned money by the railway, which was not possible because you were stopped for the want of money?—Yes.

1851. Does it mean that when you were stopped in that way you get rid of your staff?—No. If you have a line going on, and you are, so to speak, dribbling through the work, your organisation practically has to be the same, because you have to take the time and you have to look after the men, and you have to do everything. You might perhaps have a clerk or two less, but that is all. You have to have the engineers there, and you have to have your organisation. You will not have the number of labourers; of course, you only keep the number of labourers on that you can afford to keep on—that you pay for doing the work.

1852. As far as your administrative staff is concerned, you have to keep them going; your overheads are the same?—Practically the same. You would not have quite such a large staff, but you would have pretty well near it.

1852½. With regard to your actual operating staff, those men would be got rid of—I mean your navvies?—Yes. I have two lines going on to-day. I got £50,000 last year for one of them and £83,000 for the other. I asked for a great deal more than that. During the last year I have limited the expenditure each month, so as to keep within that at the close of the financial year just ended. That was not an economical way of doing it at all. If the Commissioners had been able to get it from the Government, and had said to me, "You go ahead as fast as you can; we will supply the funds," the lines would have been nearly finished, and economy would have been created in every way.

1853. So that it amounts to this: that the whole of your plant for the construction of your railway is lying dead because you cannot construct continuously?—A good deal of it. As regards those two lines I mentioned, of course I did not send the plant on to the job, because I knew the conditions when I was starting.

1853a. In your view, would it not be more economical to wait until there was a certainty of getting the money and going straight ahead with the work?—My view is that it would pay the Government, if they are short of money, to say, "We shall only begin the number of lines that we can finish, and that our money is capable of letting them go ahead at the fastest rate at which they can economically be done."

1854. This is a minute which you made on the 28th April of this year in regard to the Glenreagh-Dorrig railway: "The chairman said he had asked for information as to whether the difference between the amount expended on the line at the end of February and the estimate will be



sufficient to complete the work, and the Chief Engineer for Railway and Tramway Construction said that the difference would not be sufficient to complete the work. He pointed out, however, that there was about £50,000 worth of plant on the line, a good deal of which, unfortunately, he would not be able to realise on, as there was no line to which it could be transferred, and the amount involved would be debited against the line." Does that mean that if you have £50,000 worth of plant left over after the completion of a railway, and you have no new line to which that can be sent, that £50,000 is debited to the cost of that particular railway?—Yes. On railway construction there is no plant account. All plant purchased for construction is debited in the first instance to the vote for the line to which it is sent. Take this Dorriggo line, where I say there is £50,000 worth of plant. If that plant could be sent direct on to another railway, that railway would be debited with the cost, and the Glenreagh-Dorriggo railway would be credited. On the other hand, if there was a plant account the plant account would be debited to the cost and the Glenreagh-Dorriggo credited, but neither of those things can be done, consequently the plant remains a debit to any line on which it happens to be until it is transferred to some other line.

1855. Is there not any method of writing off the cost of the plant in proportion to its wear and tear, and so on?—In the Works Department we had a certain depreciation. When we came to the railways the Railway Department had a different method. Instructions were issued that all plant was to be kept in first-class order, and that the cost of doing that was to be a debit against the line on which the plant was at the time, but that no further depreciation was to be written off. Later than that, I think, although it has not been done yet, some depreciation will be made of the plant—more than has been done in the past.

1856. Is there any set basis upon which depreciation is made?—We have a set basis in the Works Department. Certain plant was depreciated 5 per cent.; that was plant which would last quite a long time. Then there was other plant depreciated 10 per cent. and 15 per cent., and plant that readily wore out 25 per cent.—in four years we wiped it right out.

1857. Have you any idea of the value of the plant you have in your branch?—When we came over from the Works Department we had about £260,000 worth of plant. Of course a lot of that has since been scrapped as worn out, useless. We have purchased new plant at various times, and I should say the depreciated value of our plant to-day would be about £160,000.

1858. In that £260,000 that you transferred from the Works Department to the Railway Commissioners were the engines included?—Yes.

1859. And the debit for the engines was taken over by the Chief Mechanical Engineer?—The Chief Mechanical Engineer took them over and the Works got credit.

1860. So that to that extent your £260,000 would have been reduced?—Yes.

1861. And now you estimate you have about £160,000 worth of material available for construction work?—That is the depreciated value of it.

1862. Depreciated value debited to each particular railway constructed?—The whole of the debit has not yet been made.

1863. So that you have a vote for a railway of so much, and you have not charged against that vote the whole of your depreciation?—No.

1864. Sir VINCENT RAVEN: Are the surveys of the lines which you are going to make submitted to the Chief Commissioner for his approval before they are started?—No.

1865. Does he approve of the curves and gradients?—Yes, he would be consulted about that.

1866. It would be submitted to him, and he would approve of the gradients and curves which exist in the survey?—Yes.

1867. I judge from what you say that practically all your estimates eventually are very much exceeded?—That naturally arises because the rate of wage is always changing.

1868. I mean, from the point of view of being stopped?—I would not like to say at the moment that they are all stopped, but very few of them are proceeded with at the speed at which they could be most economically carried out.

1869. That means that your estimates are very much exceeded eventually?—Yes, but I want to make it clear that the one great cause for the exceeding of estimates is the variation of the rates of wages. For instance, the Commissioners do not control the wages at all; the Court does that, and the rate of wages is a most difficult problem. It is almost yearly changing. I have here a sheet showing the variation in wages since 1904. (*Sheet handed in.*) There are three copies there, and there is a little plan. There is an extra climatic allowance always made. That shows the variation from 1904. That is for the navy. I may say that the skilled labour is always increased in practically the same proportion, perhaps a little more.

1870. It has rather decreased since 1922?—There is a slight decrease there.

1871. In 1921 it appears to have got to its maximum?—Yes, 17s. 3d., I think then.

1872. And it goes down to 15s. 2d.?—Yes.

1873. You said with regard to the plant which was left over from a line which had been completed, and there was not another line to which this plant could be usefully moved, the line which had just been completed was debited with the cost of that plant?—Yes.

1874. I presume, when it is moved on to another line then that portion of the line gets credit?—A vote immediately goes through credited to the line from which the plant has come, and the other line debited. Finally it adjusts itself. It sometimes takes some years to do it.

1875. Sir SAM FAY: Arising out of the last answer, do you know out of what monies this plant was provided?—Yes, it is out of the loan money for the line.

1876. I am talking about the original. You came over from the Public Works Department with £260,000 worth?—That was always the same. It was always debited to the loan votes.

1877. Supposing you started with £260,000 worth of railway plant for construction at the initiation of your particular department that would be debited to the particular lines then proposed to be constructed?—Yes.

1878. It is passed on from one to the other?—As long as the plant lasts it is passed on from one line to the other, and the line is debited and credited, and so on until it is scrapped. The last line has to bear the total cost of that plant at its then value.

1879. That is all we have to ask you, unless you would like to say anything yourself?—I would like to say in railway construction one of the essential factors is keeping the cost and knowing the correct value. In our method of accounting we have a system of double-entry on the unit basis. Whether we do our work efficiently or not—I think we do, but it may be said we do not—we know the actual cost of every unit item of our job, and there is no escape from being debited with every cost on the line. I have been looking up journals and all that, and I had a trip abroad on one occasion, and I have not seen a system which I considered gave a better result than the system of costing which we have. Of course, it is said that the day-labour system is a very costly system, although some people prefer it, but I contend we know exactly our costs, and there is nothing done by guesswork. Some things we make mistakes over; some things we do well.

1880. Your day labour is dependent upon supervision?—Yes. Up to 1897 we had all contracts, but since then we have had all day labour. I have been in my present position over twenty years now, and with the exception of three or four jobs it has all been day labour.



Witnesses—W. Hutchinson and Dr. J. J. C. Bradfield, 24 July 1924.

1881. You apparently rather anticipate some criticism of the day labour system as far as your department is concerned?—We get it, too. I do not say that sometimes it is not deserved; probably it is. We cannot expect always to do a thing in the best way, but I think generally we do. We have very close supervision. It depends, of course, so much on the Government in power. Some Governments want contract, some want day labour.

(Witness retired.)

Dr. J. J. C. BRADFIELD, Chief Engineer, Metropolitan Railway Construction and North Sydney Bridge, sworn, examined, as under:—

1882. Sir SAM FAY: You are the Chief Engineer for Metropolitan Railway Construction and the North Sydney Bridge?—Yes.

1883. Have you made any progress plan of the construction of the city railway?—Showing the work from month to month?

1884. Showing when you are going to finish?—That depends upon when the money is made available.

1885. Did you make the estimate for the railway?—Yes, originally.

1886. When you made the estimate did you not anticipate a date?—We anticipated being able to finish the work in five years.

1887. That is to say, your estimate was based on the time it would take you to finish the construction on an economical basis?—Yes.

1888. I presume that your estimate was more or less an economical one based on time?—Yes.

1889. I gather from you that you do not anticipate finishing to time?—No. We have not the money available to start on the western side of the city. The money so far available is to go on to St. James and open up to there.

1890. Have you up till now been held up for money?—To this extent: I ask for a certain amount of money. This year I asked for £900,000. I am going to London on Wednesday. I do not know how much has been made available, and probably the office will not know for another two months. Probably the amount asked for will be cut down to about half; and of course you cannot prepare any scheme of work until you know what money is available.

1891. You started your financial year at the beginning of this month, and you will not know until the end of October or November how much money you can spend in the financial year?—That is from 1st July to 30th June.

1892. How can you construct economically under such a system as that?—Of course, candidly we cannot. We do the best we can. We do not overload the staff in any shape or form; but I cannot expand the staff if we get more money available than we think will be made available until it is made available.

1893. It is quite possible that your date of five years may be seven?—It may be ten or twelve by the way it is going, with an estimated cost of £4,500,000, and an expenditure of £360,000 a year.

1894. The first section is really the important one for the purpose of relieving the Central Sydney Station—the completion to St. James?—We are going to complete to St. James'. The most important section to complete is to Wynyard-square. The bridge contract is a six-years' contract, and the city railway should be completed to Wynyard-square on or before that date.

1895. Sir SAM FAY: Wynyard-square, you say?—Yes.

1896. That is three-parts of the way round the circle?—Yes. The railway from the bridge will join the city railway at Wynyard-square. The bridge contract is to be completed within six years. So we must soon start on the western side of the city, because it is difficult work on that side.

1897. You are constructing now from the Central Station down to St. James?—Yes.

1898. But you have done nothing on the western side?—Nothing from Goulburn-street towards the western side of the city. We are constructing the whole of the work from Redfern to Goulburn-street, and from Goulburn-street, on the eastern side of the city, we are completing the work to St. James' Station. We have not made a start on the western side of the city, which is by far the more difficult work.

1899. You say it is essential in order to use the bridge for electrical railway traffic, that you should complete to Wynyard-square at the time of the completion of the contract for the new bridge?—Yes, else we will have to terminate the traffic from North Sydney at Wynyard-square Station.

1900. Is it not essential to complete the whole lot at the same time?—It would be far preferable. We could leave a piece out at the Quay, but it would be far preferable to complete the loop, so as to prevent shunting at St. James' and Wynyard-square. The contract has been signed with Dorman, Long, & Company for the building of the bridge within six years. The contract will really date from the signing of the plans in England, which will be about November next. So I anticipate, everything going right, that the bridge will be open for traffic on 1st January, 1931.

1901. Roughly, six years?—Just a shade over six years.

1902. What is the estimate for the work?—The estimate for the whole of the city railway is £4,500,000.

1903. Four and half millions for the city railway apart from the bridge?—Yes. The main bridge will cost £4,217,721, and the approaches will cost one and a quarter millions.

1904. The amount included in the Act for the approaches and the bridge, £5,500,000; does that figure include the work at the Central Station and the land?—The £4,500,000 is the cost of the city railway construction only, and does not include cost of land resumption.

1905. What is the actual cost to the State, all in, of making the city railway, including the work at the Central Station?—We have practically resumed the whole of the land now. The city and suburban railway resumptions have cost to date £896,000. We have resumed the land we want in the city.

1906. That might cost £1,000,000?—No, we have resumed all the land we will want.

1907. That is the value of all the land you will want from the Central Station to complete this circuit of the city railway?—Yes, unless we find some of the buildings to be of such a character that it will be necessary to resume them for safety, or pay compensation.

1908. Then to your estimate of construction, roughly, million has to be added?—Yes.

1909. That is £5,500,000 for the whole think, lock, stock, and barrel?—Yes.

1910. And that includes the work at the Central Station?—Yes.

1911. You are going on with this work on the eastern side. If you are held up when you get fairly well to work, would it not mean that you will not be working economically, that you will be getting rid of your men and all that sort of thing, and that your plant will be lying idle?—Yes.

1912. All that being due to the fact that you are depending on a yearly budget?—Yes.

1913. Sir VINCENT RAVEN: Are you responsible for the electrical side of the work?—No. I am constructing the permanent-way and stations. Mr. Brain is responsible for the electrical side. We have a committee, and discuss all the questions together.

1914. That work is not in your estimate of £5,500,000?—There was an amount included for the overhead equipment and signalling, £185,000 in all.

1915. Sir SAM FAY: For overhead wiring?—Yes, and signalling.



## TWELFTH DAY.

WEDNESDAY, 30 JULY, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

## COMMISSIONERS :

Sir SAM FAY.

Sir VINCENT L. RAVEN.

Sir MARK SHELDON, President, Sydney Chamber of Commerce, sworn and examined, as under :—

1916. Sir SAM FAY: I understand that the Chamber of Commerce, Sydney, of which you are President, is representative more particularly of the industrial side of business in New South Wales?—Not so much the industrial side. I should say the Manufacturers and the Employers' Federation are more representative of the industrial side. We are on the commercial and distributing side.

1917. You do not represent the pastoral and the agricultural interests?—No, but the pastoral and agricultural people are affiliated with us in certain ways. For instance, they have representation on the council, but they express their own views.

1918. And there are certain other Chambers of Commerce affiliated with yours?—Yes, practically all the Chambers of Commerce in the State. You have a list of them there. I think there are thirty-five bodies, or something like that. The only exceptions are one or two who just within the last few months, on account of the new State movement, have started something of their own in the north, but the principal bodies even there are members of the Sydney Chamber of Commerce.

1919. We may take it then that your Chamber represents the commercial side of New South Wales?—Yes, if anyone does.

1920. You have sent us a certain number of suggestions on which you are prepared to give evidence, and you have tabulated them under seven heads. Perhaps we might take them in the order in which you have sent them in. First, with regard to the financial control of the railways in 1 (a). Will you be kind enough to elaborate that item?—It is our opinion that the money invested in the railways at the present moment—of course, you understand that the money invested in our railways is all borrowed capital, and a certain amount of the State debt, a very large proportion of which has been incurred and expended on behalf of the railways—we think that that money should be earmarked, and that the Railway Department or the Railway Commissioners should have a separate debt, or a certain portion of the debt, assigned to them. Any future expenditure in the way of a capital nature which it was required to make to bring in more money for the railways should be treated in the same manner, and there should be railway bonds issued similar to what is done in the neighbouring State of Victoria in regard to the metropolitan Board of Works. You know what is the practice there; I need not elaborate on it. It is a bond issued with the authority of the Government, and carrying the State Government's guarantee. This would lead, in the first place, to everyone knowing exactly what money there was in the railways, what was the capital invested, and it would also, we think, serve as a means of putting a check on people desirous of having railways which would be, after all, in some cases a little before their time.

1921. The proposal as you have it here, and as I take it, is that, roughly, £100,000,000 of loan moneys should be issued by the State for railway purposes, not specifically, but should be demanded from the consolidated fund of the State and transferred to the railway administration, and

upon it, subject to State guarantee?—Certainly, I go so far as to say that in that case, if you do not do it, at the present moment the railways may be called upon to bear the interest on a debt incurred for other purposes, till you have got a regular hotchpotch, and it is hardly fair to the railways, and, again, it is not fair to the public. You are mixing up your direct taxation with your enterprise taxation.

1922. We have had some evidence of it already in regard to what you are saying, and undoubtedly there are difficulties, but you do not mean that it would be necessary to re-issue the £100,000,000 as railway stock?—Of course, as the lines matured I would do it, but not now. That would be only complicating matters.

1923. You suggest that it should simply be transferred into the books of the railway administration?—Yes, and as present loans matured I would then issue the railway bonds to renew them. Of course, always guaranteed by the State.

1924. When you come to new issues for the general purposes of the railways, do you think it would be necessary to have a State guarantee, provided the issue was a first charge upon the railways?—I do, in this way: that you would get it at a lower rate if you had the State guarantee.

1925. I was rather looking at it from this point of view: You have already got, roughly, £100,000,000 guaranteed by the State. If you put on top of that another £20,000,000 as a first charge, you have got a State guarantee. I am looking at it rather from the point of view of the investor?—I see your view, but all the same I am talking now of the State of New South Wales and its resources, and I still think that the guarantee of the State would attract investors all the time. Of course, your question to me no doubt has a bearing on the practice in other parts of the world; for instance, bonds issued in connection with the United States railways. I do not think that is practicable in this country. I mean, frankly, it is not practicable politically, where, for instance, you would have an engine with a plate on it to the effect that "This engine belongs to the bond-holders, and in case of default," and so on. I do not think that would appeal to the sentiment of the people here.

1926. I was looking at it from the point of view of the investor, from whom you have to attract capital?—The investor, too. The investor here will, after all, look with favour on a State guarantee.

1927. He will, but there is a certain class of investor to whom railway bonds and shares are more attractive even than State bonds?—I do not think you would find them in this country.

1928. But you have to go outside to get a good deal of your money?—Certainly, but there are very exceptional cases with regard to some railways, probably such a railway as the C.P.R., but I have seen the dealings of the C.P.R. and the provinces in New York, and I think the provinces on their own dealings have got a shade the better of it.

1929. You see what it amounts to is this: The State wants money now, and the State will want money every year. If the Railway Commissioners are going side



Witness—Sir M. Sheldon, 30 July, 1921.

by side with them into the money market, you are going to get a certain amount of competition?—I do not propose that the Railway Commissioners should issue bonds whenever they liked. It must be subject to the Government of the day, if the Government are going to guarantee it. My proposal is that the Government should guarantee it, and before the bonds can be issued they must be issued at the time and at the convenience of the Government of the State.

1930. Then you are not getting rid of political control?—Certainly, you have got control in that way, but it would probably be a more desirable form of control. As far as I am personally concerned, I would quite advocate the railways being sold, but I do not think that is possible in this country. I do not think it is possible politically, but I think the economic effect would be very much to the advantage of the railways.

1931. You see, we have had abundant evidence of the waste which has gone on for very many years here in consequence of financial stress, the holding up of works half constructed, railways half constructed, works which ought to have been carried to a conclusion rapidly and economically. We have had abundant evidence of that waste, and as far as I can see the only method of getting rid of it is to put the finances right?—Do you mean to say by that, what would be my suggestion to overcome that difficulty?

1932. Yes, we would be glad to hear it?—The Railway Commissioners, or whoever has control of the railways, want money. They are going to carry out certain works. They do not want it all at once. They get authority from the Government, or the Government of the day, say, to issue £10,000,000 worth of bonds. They do not issue them all at once, but once they have got that authority they can use the money as they require it and issue the bonds then, in the same way as is done in Victoria in connection with the Board of Works, when they issue bonds for what money is required. When they get the money they have control, and they know exactly what is wanted. As the work proceeds they can go on raising the money.

1933. Of course, that would do away with the present practice of being absolutely dependent upon the yearly budget of the State?—Yes. I think with you—as you must think—it is a shocking state of affairs. Take, for instance, the city railway. You have only got to go out of this building to-day and walk up the street and have a look at this city railway being built. Just think of the interest which is being lost on all the moneys laid out there. I do not think any other country in the world would stand it, and the working-man knows, as he lives here, that all that is only done as a political expedient. The work is not carried out on business lines. The Railway Commissioners are not responsible for it; they cannot help it. It is political control, but the idea I have got, or what I suggest, would, I think, obviate that waste, and still satisfy the public sentiment of this country where it is desired to keep the railways under the control of the State.

1934. What occurs to us is that so long as a business concern like this, which is a great commercial enterprise, probably the biggest thing in the Commonwealth of Australia, is dependent upon a yearly budget, which is not passed until months after the commencement of the year, it means that the Railway Commissioners do not know how much money they can spend during that year, and you will have this continual waste going on from year to year, and it not only means waste to-day, but the interest which has to be paid on that waste; and your suggestion is that you should eliminate the yearly budget as far as the railways are concerned—take it clean out of the consolidated fund, and having once got Government's sanction for the commencement of a work, the Government should give the Commissioners power to issue warrants?—Quite so.

1935. Of course, in putting these questions to you, you must please assume that I neither agree or disagree with

what you say. Of course, we have not come to any conclusion yet?—Quite so.

1936. Coming on to your 1 (b), you say that the Railway Commissioners should publish a balance-sheet in the ordinary way. I assume there you mean that they should publish a balance-sheet, showing the capital account, revenue account, and the net revenue account?—Yes.

1937. With the necessary departmental statements showing depreciation, renewals, and so forth?—That is so.

1938. You know that there is no reserve in the accounts of the railways here?—Unfortunately, I do know it.

1939. You would, I assume, in the public accounts of the Commissioners, have included estimates of future expenditure?—Undoubtedly.

1940. And those accounts should be presented to your legislative chamber once a year?—Yes, and I would go so far as to say this: that the railways should show their workings from month to month; that is, the revenue and their earnings—I do not mean to go into a detailed account—but they should adopt just the same practice as you have in England and in America—just the earnings of the railway to show what is going on from month to month.

1941. And that is an estimate which is often very near the mark?—Yes, to within 2½ to 5 per cent. usually.

1942. In 1 (c) you say that the Railway Commissioners should provide for depreciation and replacement?—Yes.

1943. In the year ended 23rd June last, the Railway Commissioners showed a profit sufficient to pay over 5 per cent. on the moneys invested in the railways?—That is so.

1944. That was rather a notable achievement?—It certainly was.

1945. Do you know of any other country in the world where the railways, as a whole, State and private, have paid 5 per cent. during the past ten years?—They certainly have not done so in America.

1946. But when you come down to the accounts, and you find that no provision is made for wasting assets, in the shape of old engines, rolling-stock generally, the roads, machinery, and so on, that does not quite show the position?—It does not. When you take an arbitrary figure such as that there is £100,000,000 invested in the railways, and we know well that the life of most of the things on the road vary, such as rolling-stock and the road itself, and there is no disclosed depreciation of that kind, it simply means, as far as I can see, that they have worked on a working account, and no depreciation has been provided for, and therefore that 5 per cent. is materially out.

1947. Of course there has been a very remarkable development during the last ten years. According to the evidence we have had before us, the railways have increased 35 per cent. in mileage and nearly the same in capital. They are, roughly, a third more in mileage and in capital in ten years?—Yes.

1948. As to 1 (d), there your suggestion is that there should be five commissioners?—Not particularly five, but I think five would be the best number, the chairman to be one of them.

1949. You suggest that one man should be a construction or maintenance man. Would you not rather think that it would conflict with the responsibilities and duties of the Chief Engineer. If he had a survey expert or an expert in fact as a commissioner?—The suggestion put forward is one put forward with a certain amount of knowledge. I know the objection to having experts on boards. In ninety-nine cases out of a hundred they are dangerous.

1950. Some boards have suffered from them?—Yes. I myself personally have seen one or two staffs which have suffered from experts being on the board.

1951. With regard to three and four you suggest a business man and also a man of financial knowledge. Would not those two go together?—I suppose you can easily get them together, and if you can get those qualifications combined, so much the better. Certain business men, though, have not got what you call a financial knowledge, whereas



on the other hand the financial man has not got what is ordinarily termed a business knowledge, and he looks to one side of the question only; but if you could get those qualifications combined, of course such a man would be ideal.

1952. You suggest with regard to five that he should be experienced in the handling of men. Is it not your experience in business that the views and acts of the man at the top go from top to bottom, and do you not think that labour questions might be left in the hands of the head of the commission, who would instruct the chief officers?—In regard to the question where we have put forth the proposition that there should be five Commissioners, we have always put it forward with the proviso, or with the idea, that there should be a chairman, as there is a Chief Commissioner now, and the other Commissioners were to be channels, and they would take that side of the business much as the executives or the vice-presidents of railways do on the other side of the world. There you have the president and vice-presidents, and the vice-presidents, as a rule, are men who are actually engaged in the business, and they are executive officers.

1953. What you are referring to is such an organisation as the Canadian-Pacific?—Yes, where you have such a man as Mr. Beattie, a young lawyer and a famous man, as president.

1954. But he selects his vice-chairman?—He does, with the consent of his board.

1955. But in effect he does?—Yes.

1956. Who do you suggest should appoint these Commissioners?—I know who I would like to suggest, but after all I suppose the people own the railways. The people are the shareholders in the country, and in a democratic country like this I think the people should appoint them.

1957. That is to say, the Government of the day should appoint them?—Yes, but they should allow certain interests to nominate one man, or something like that. But, after all, the people represent the shareholders in the concern, and the Government should have the final say at any rate. I cannot get away from that.

1958. What sort of terms would you suggest these men should be appointed on?—If you have five Commissioners, then one should be appointed for one year, and one for two, three, four, and five years, and we would not have the board retiring as a whole. With regard to the first board, you would have one man for one year, one for two years, and the least important men for anything from two to five years. Then, after that, five-year appointments.

1959. Would you agree that, in a question of this sort or a business of this sort, it is very desirable that there should be continuity of policy?—Exactly, that is why I make that suggestion.

1960. We have seen to-day very large works going on and a certain policy laid down. When you get a change of policy you get again waste. Do you think you would get the right men to come in under an arrangement of that sort. Take the chairman, for instance, or the Chief Commissioner. Do you think you would get a really good man to come in on a five or seven year basis?—I think you would get him to come in on a seven-years' basis, because if he was a good man—if he delivered the goods—he would get the appointment again.

1961. Then you think that one Government would follow the other?—I do not say they would do that, but public opinion will have its weight in the end.

1962. You do not think he would require protection?—I think he does require a lot more protection than he has got to-day.

1963. I take it that these Commissioners should be well acquainted with New South Wales conditions—the varying conditions of the country, and the climates, east, west, north, and south, which could not be learnt by anybody, looking at the system to-day, without some considerable experience. Of course, a few years ago it was a much smaller thing. A new man could get hold of it in perhaps

a couple of years, but to-day it is a very much bigger thing?—Yes, I suppose you have found that out.

1964. I assume that your suggestion in regard to these Commissioners applies to people who are well acquainted with existing conditions?—Certainly.

1965. Has your chamber considered at all the question of a certain amount of decentralisation in the management of these railways?—Yes, that was one of the objects of which we put forward that prior suggestion you have dealt with. We took rather as a basis, the parties that drew up the suggestion, countries with somewhat similar conditions to our own, with extensive railway systems, like Canada and the United States, where they have railway systems covering vast areas, and where the conditions required in one part of the country are quite different from the conditions required in other parts of the country; and we thought that, through this board, you might have these men taking charge of certain sections and certain parts of the business separate from the other parts, like one dealing with the north and south, and another dealing with freight and so on. We have considered all that, and we think it desirable as the railways develop, for this to be done. Of course, there is the question of developing the railways with terminals other than the present terminals. There are practically only two terminals in the State at the present time—Sydney and Newcastle.

1966. When you speak of terminals you mean a sea-port?—Yes, where the railway again comes in contact with another class of carriage. There is something more than the railways to be considered there. It is the question of the port, and there is the question of the freight. Now, a lot has been said about opening new ports. I certainly agree with the opening of new ports, and they will open of themselves if they are allowed to in the ordinary natural flow of business, but a good deal has been said I think in this matter, and people are looking ahead either too much, or they have not given it sufficient thought. Now, you take the question of wool. Wool, after all, is the big industry in this State, and will be for many a day. The wool-grower is not going to send his wool to some new port or some new market simply because it happens to be near his door. It may cost him a little less in trainage, but he is going to send it to the best market where he can get the best price. The matter of trainage or freightage is a very small item compared with the competition which you get in a big market, and although it would be very convenient for him for his personal convenience, or it may be for his district, and so on, I do not think he would be prepared to sacrifice his pecuniary interests for the sake of the district or for the sake just of the sentiment of opening a new port. Take the case of the United States. There, after all, New York and Boston are the big drawing ports, and the big export and import ports. You have got Philadelphia, which does not do so much, although it was an earlier port than New York, and you come to Hampton Roads, which is only used for coaling. Now take the West Coast. You have got San Francisco, and you have got Seattle. Seattle does not compete with San Francisco except in a particular class of business, and that is the Alaska business and a certain amount of the commerce which is freighted out of Puget Sound. Now, you know San Pedro and Los Angeles is boomed, and boomed, and boomed, and if there were ever any boosters in the world, they are the people from Los Angeles. But it is simply the fact that trade will go wherever it can best be served. Now, in anything I have said to you I do not want you to get the idea that I am in any way against decentralisation, but decentralisation must be done gradually. What would be our condition to-day if we had started from all these ports—say, a port in the north and a port in the south? We could never have carried on. The overhead charges would have been too big.

1967. I take it, from your arguments, that you are looking to Newcastle and Sydney as being the only really effective ports?—Just at present. I think probably something might be done gradually to develop Coff's Harbour.



Witness—Sir M. Sheldon, 30 July, 1924.

1968. But, still, for present practical purposes, you have got the coal at Newcastle, and here you have the general produce of the States?—Yes, and Newcastle can handle a certain amount of produce, and does in fact export produce. There is another phase, too—shipping. As you know, the tonnage of the vessels has increased very largely the capital invested in them, and the probability of a boat lying a day idle is a very serious item. The cost of running a vessel is very many times greater than it was ten or fifteen years ago, both from the interest outlay and from wages and other charges. They may find it very difficult, except in certain seasons—in the export season—to use those ports, and that is why I say develop the ports slowly. Take, for instance, the case at Coff's Harbour. Undoubtedly they would have a butter export, and at certain times of the year they would have a grain export; but I think you will find in your experience here that that is limited to a few months only in the year.

1969. Still, taking Coff's Harbour and Newcastle, and assuming that the railways were decentralised, they would in all probability come within that decentralised area?—Yes.

1970. Take No. 2. You are suggesting there that the railways and tramways should be divided and become two distinct bodies. Can you tell us why?—They are quite two separate businesses, and the only similarity between them, it seems to me, is that they both run on wheels, and that they might both in some instances use the same repair shops. But, nevertheless, one is dealing with a different sort of traffic altogether—I mean street traffic as it is at present constituted—and I go so far as to say that the tramways should be under the control of the people using them. For instance, the tramways here should be brought under the control of a metropolitan tramway board.

1971. Do you not attach any importance to continuity of travel as between the railways and tramways? You see, we will be having presently a city railway running underground controlled by the railway organisation. If you take away the tramways from the railway organisation, you are going to have competition on the top?—Probably, but I think the tramways will fast disappear with the development of the underground railway.

1972. Of course, competition may be a very good thing, and in some instances undoubtedly an advantage, but, on the other hand, you have got an organisation which to-day is intermingled to a very great extent?—It is.

1973. You have got very large manufacturing establishments here which are common to both?—Certainly.

1974. And it would be rather difficult to separate them now?—It would probably be difficult but still I think the practice adopted in other parts of the world is opposed to it, and I think for them to work together would be beneficial in the end. Of course, I admit that our tramway system is a very fine system.

1975. Undoubtedly?—One has only got to travel to other parts of the world and come back here again to make the comparison; and I would like to pay my respects to the tramway people on the way they handle the traffic. Taking the difficulties that they have to encounter, the way they handle the traffic can only be described as wonderful, and it has excited the admiration of people from other parts of the world. Personally, I think the traffic is handled here better than in any other part of the world I have been to, and I have never seen, wherever I have been, anything like the efficiency with which the traffic is handled at places, for instance, like the Racecourse or the Agricultural Ground.

1976. Where they have handled 1,200 people a minute?—Yes. You do not find that in many places, and the number of accidents and mishaps are what might be called ridiculously small—fortunately, of course.

1977. Still, you think on the whole that the railways are better separated from the tramways?—Yes, I think the railway people should be railway people.

1978. After all, transport is transport, and first principles apply to both?—Yes, and I know you may also answer me by quoting the Canadian Pacific Railway as sea carriers, but still I think the railways are carrying out quite a different service.

1979. You are speaking for Sydney alone, not for Newcastle?—No.

1980. They are to deal with their own problem?—Yes, but we have not got any very extensive tramways except in the Hunter districts. They are practically railways. I do not for a moment include in those tramways such tramways as the one running from Camden and other local lines, which are really railways.

1981. Coming to your No. 3, that the Board of Commissioners should have the right of approving of new lines, do you think any Government would deny itself the right to say that a line should be built for developmental purposes?—I would still leave that power. You see, those suggestions are based on the first subject upon which you examined me, as to the board being responsible for the capital invested in the railways. I do not think any Government has the right to come a long and say, "We will go on building a railway to Timbuctoo, and then hand it over to you." Of course, that is getting back to Government control.

1982. But if they are prepared to foot the bill and to meet any loss that might be incurred, could the Railway Commissioners refuse?—That is a different matter altogether.

1983. You say that unless they are prepared to guarantee the working costs, then the Government should not have the right?—Certainly.

1984. No. 4, electric traction. We have had a good deal of evidence on that, and there is a very large scheme in contemplation?—Yes.

1985. Do you refer more particularly to the suburban area of Sydney or to the country?—We come down along the coast here as far as they run, to Nowra and that way, and they could gradually develop that. You see, the power is there ready for them.

1986. You refer to the power which is available pretty well everywhere from the Queensland border down to Victoria?—Yes, and we know it is interchangeable. You have the steam when it is not convenient to apply electric power—I mean freighting along and the haulage. I think, too, that we would be able by that, amongst other things, to haul bigger loads.

1987. You mean to get over your mountain grades?—Yes. I know the first capital expenditure is big; but take the case of Milwaukee and St. Paul. You probably know better than I do what have been the latest results there. At first they had a bit of a set-back on the capital, but I think they have turned the corner now, and they have carried through, too, on pretty tough country, not the best in the United States. From my recollection, and I have been over the road four or five times, I think there is forty-eight hours or probably sixty hours of pretty bad country, where there is not much habitation around.

1988. And it is very hilly?—Yes, and that is where the rivers start mostly, and there is also very heavy snow.

1989. I see you have mentioned here that maintenance is lowest under electric traction. Have you got any distinct evidence of that?—I am not an expert in that way. From what I have seen at Harmon, on the Hudson River, on the New York Central, it is so. They run out about 30 miles, and nothing comes into New York in the way of a passenger train on either of those four roads, and most of their freight for 35 miles, and the engines or the motors comprised in that and building are not occupying any greater space than the ground floor of this building here, the Chief Secretary's office. I have been in there at various times—half a dozen times—and I do not suppose in the repair shops there, of one of the biggest systems in the world, there are more than 100 men employed. Of course, it means constant supervision. Every engine is looked after constantly after every run, and I understood from



what I heard that the cost of maintenance was not to be compared with the cost under the old system—in fact, they would not like to compare them with the old system. Of course, I admit that in America they have other great difficulties, but that is the evidence I have heard.

1990. You see, the electrician would look at it from one point of view and the man who had to keep the road going from another?—There is another feature, too, about that electric traction. There is no question about its comfort and cleanliness. For instance, going along in the sleeper at night, there are none of the troubles of getting bumped out “head on.” I lived at one time at the Yale Club in New York, which is right over the New York Central Railway Station, and I never heard a noise all the time I was there, and there was a train going out every minute.

1991. From the public point of view there is no question of the advantage of the electric working. As to what you suggest in No. 5, I have been informed that the Commissioners have that power and have exercised it?—In No. 4 we asked you to give special consideration to that. We do not pretend to be experts on the matter, and at the same time we have made this suggestion simply for you to take into consideration how the overheads might be cut down by the selling of power and the development of power in this country.

1992. That is in the country districts, side by side with your railway power?—Yes.

1993. In regard to this, you say consideration should be given to the building of modern motor traction roads. I am afraid that is not within our terms of reference?—It ought to be, if I may say so.

1994. Possibly the question of using motors upon motor roads is within our ambit. Do you suggest that the railway administration should use motors for the purpose of carrying passengers and merchandise to and fro from stations in the country?—No, I do not go as far as that, but we put it in No. 6, “the desirability of . . . existing lines.”

1995. That is distinctly outside our reference?—Yes, but we suggest that you should take into consideration that phase of what is outside and affecting the railways. I do not see how you can avoid it. It may not be within the scope of your commission, but we respectfully suggest that it ought to be. Say they are going to build a railway from one point to another, and it was suggested that it was wanted. The railway people say, “No, we cannot build a railway anywhere near the cost as we can build a motor road for the traffic you have there to-day,” and I think that many of the railways that have been built would have been better if they had been roads, on such as the small spurs—I do not refer to the main lines—and I think that many of the suggested railways referred to the Public Works Committee would have given better service with roads.

1996. And you would leave it to the public to find their own vehicles?—Yes, I would. I do not object to the Railway Commissioners finding a box or truck, something that is lifted from their truck to an ordinary motor truck and sent away. A container, such as you have in England, carriers of about half a ton.

1997. In No. 7 you say that you think the Railway Commissioners should come under the Common Carriers Act?—Yes.

1998. The Railway Commissioners, according to their last published report, do pay a good deal away in compensation—£11,000 in the year, I think, was the last figure?—If it is only that figure it is wonderfully small, and it shows very good control.

1999. Do you think they should come under the common law?—Yes.

2000. Do you know if the other States of the Commonwealth come under the common law as far as railways are concerned?—I could not say.

2001. It was suggested in one of the letters you handed in that in Victoria they do come under the common law?

—I cannot say that from my own knowledge, but I can get that information for you if you require it.

2002. It is rather an important thing to know what the other States do in a matter of that sort?—Yes.

2003. Perhaps in conclusion you would like to say something with regard to the present Chief Railway Commissioner and the way his duties have been carried out?—Yes, I think it is only fair to say that he has carried out his duties, as far as we gentlemen can see, and with the machinery at hand and the conditions under which he works, in a highly meritorious way. We cannot speak too highly of the way he has carried out his duties. He has had to contend with many difficulties, and it is apparent to everyone that he is a man of experience, and does not fly off at any tangents on to any particular theory. I think he has shown wonderful discretion throughout the whole of his term of office, and he has had a very trying time. I do not want to refer to any political aspect of the matter for a moment—each one is entitled to his own particular view as to how a thing should be done—but Mr. Fraser has had certain conditions to work under, and I do not know, nor have I ever seen, a man who could have given better results than he has under those conditions.

2004. Sir VINCENT RAVEN: I do not think it is necessary for me to enlarge on what Sir Sam Fay has said or brought out in connection with the financial side, but there is just one question I would like to put to you in connection with (d) in No. 1. I take it from what you have said that you rather suggest that the Commissioner and his assistants should work somewhat on the same lines as the president and vice-presidents of railways in the United States and Canada?—That is so.

2005. I notice amongst the duties of the Commissioners which you have suggested there is nothing said about anybody who is experienced in mechanical or electrical work. Now, from my knowledge, after going several times to America and seeing the railways, on a number of those visits I have noticed that officers have passed through the mechanical side before they come to the operating and more important side, and it appears to me that it is a department which spends an enormous amount of money, and in these days, when mechanical and electrical engineering are the basis of nearly all industries of every kind, that someone who has that knowledge ought to hold a position as assistant to the Chief Commissioner if anything of this kind was carried out. I would like to hear what you have to say upon that question?—Really the consideration was a maintenance man or a construction man. That is what we had in view, but it has been badly expressed. That is all I can say.

2006. What one would generally understand by a construction or maintenance man is a road-maker and bridge-maker?—Undoubtedly. We meant a mechanical man. Personally, as far as my own personal knowledge goes, I remember when I was Commissioner in the United States and they were asking me to secure a man in America to come out and report on the railways—the uniform gauge—it was a mechanical man who was the man I was after all the time.

2007. It is really the mechanical man who is coming to the front in engineering in these latter days?—Of course, it must be.

2008. With regard to No. 2, in connection with your proposal that railways and tramways should be separated, do you not think, more especially as electric traction is coming forward upon the railways, that there is a greater similarity between the electrical side on the trams and the suburban traffic on the railways; and if you agree that that is so, would it not be more economical to utilise the workshops that were dealing with the one for the other?—I recognised the fact that probably we will see all our suburban railways electrified within the next few years. That must be the tendency, but still I do not think that it is the same class of business. Of course, we have to a large extent grown up here on what might be classed as mixed traffic. The goods traffic has not been separated, and in



Witness—Sir M. Sheldon, 30 July, 1927.

the city there are other classes of traffic. Of course, some of the difficulties might be got over by the decentralisation referred to by Sir Sam Fay, but still I maintain that it is a different thing.

2009. I am referring more specially to the maintenance, upkeep, and renewal of the stock, which I think you will agree is a very important item, and which will show very largely in that balance-sheet which you speak of, being worked in the most economical way, and I suggest that it would be more economical to have such similar work performed in the one workshop rather than dividing it up and multiplying it?—That is based on the idea that all the work and construction is going to be done by the Commission—I mean the mechanical construction. Personally, I think it would be very much better for the State if there were more private enterprise, more competition. You referred a moment ago to the question of the mechanical engineer coming more into prominence every day. Unfortunately, that is not the case here. What I am referring to is rather off the track, but I would like to say it. Where can an engineer get employment in this country—I mean high-class employment—as in other countries? He has got to go to the Government, and then he has got to wait upon seniority. We have a great engineering school at the University, but that is only producing graduates to go to America and to obtain positions elsewhere outside this country. I think, just as in other countries, private enterprise should be allowed to compete for the construction of a lot of this work, and I think better results would follow, not only in the railways and tramways, but it would also develop industry in this country which might expand in many directions.

2010. But what I have said does not suggest that electrical equipment or anything of that kind should not be bought outside. I am speaking of the necessary maintenance and repairs which would have to be carried out in the railway workshops?—There is only one answer to that question. They are very similar occupations, but I still think that they are two separate means of conveyance—the tramways and the electric railways.

2011. Now leading out of what you have said just now, I would like to ask you, is it your opinion that as much work should be bought outside as possible, and that the Railway Commissioners should not set up a manufacturing department where they could buy cheaply outside?—I certainly think so.

2012. I am talking now about locomotive work generally?—As long as they could see that there was an effective supply from private enterprise—not from one firm, but provided there was reasonable competition. I do not think that that work is part of the railway business. The railway is a carrier—it is not an engineering shop.

2013. Your idea is that they should not set themselves up as competitive manufacturers?—That is so.

2013A. WITNESS: Another feature about that is, I think you will agree with me, that it stops enterprise and emulation—there is no competition, and you get nothing new.

2014. Sir VINCENT RAVEN: You have suggested that consideration should be given to a considerable increase in electric railways?—Yes, that there should be a consideration of that subject.

2015. I myself have been over the railway you refer to in America viz., the Chicago, Milwaukee and St. Paul, which is the biggest electric railway there is in America. The information which I received there was that it certainly was a very paying concern, and the only thing that they were waiting for in order to connect up those 400 miles of line was money, and not because it would not give a good return. Well, now, the whole question in converting from steam to electricity is the enormous capital involved?—Yes, that is so.

2016. The New South Wales railways have, I understand, a considerable scheme of electrifying immediately around Sydney. Would not you agree that it would be better to push that forward as quickly as possible to see

the result of that in a congested area before considering other parts of the line at the same time?—Yes, certainly. I agree with you entirely. Of course, I do not pretend to have any expert knowledge, but in places along the South Coast and between here and Newcastle I should like to see it tried; also I should like to see it tried over an area such as that to Lithgow, where you have coal on either side of you and power on either side of you, and it is a question whether that would not solve some of our gradient problems.

2017. There is no greater advocate of electrical traction than I, but I should like to know from you whether you do not agree that it is better to deal with this congested area before trying experiments on other areas?—Yes, I certainly do; I think it is there where it is more effective.

2018. With regard to the roads, I was not quite clear whether you suggested that the State railways should make the roads in order to feed the railways?—No, I do not think that that is their business. What I meant was: that in any future extensions of railways it should be considered as to whether it would not be better to have a good modern road fit for motor traction, and to keep that in view all the time, and for the railway to keep out of it, and say, "You people can build your own road, and we will receive freight from you at this point and will give you every facility that we can." I think that in that way the State would save a great deal of money.

2019. Sir SAM FAY: You were referring to the railways not competing with manufacturers. I presume you referred to manufacturers in Australia?—Yes, certainly. I believe they can build practically anything here if they are given encouragement. I believe the policy of the Government of building Government workshops is stopping the enterprise of individuals who sink money in this way without any risk to the taxpayer. At present the taxpayer is paying for these things. We all know that in these enterprises only a certain percentage are successful, and the taxpayer foots the bill all the while in this country, and very often we do not know whether the ventures are successful or not.

2020. Do you not think that the railway administration has been rather forced into manufacturing because of the distance from the base of supply, either Europe or America?—Yes, that was the case at the start, but now, with modern developments in industry, the question is quite a different one—it is quite different since Federation. For instance, there was practically no manufacturing in this State before federation, whereas the "key" manufacturers within the last twenty years have come to this State, and this is the primary State. Previously practically the only large engineering works we had were Mort's Dock, whereas now you have only to look round and you will see that the buildings now are all modern. Of course, we did have a few railway-carriage builders, and we had the works at the Clyde, but there was not always the support for them, in addition to which they had pretty good competition from America for their engines.

2021. Dealing with these letters which you sent in—the first one deals with fares. The first statement is that fares on the Victorian railways in the neighbourhood of Melbourne are about half what they are here. That is a matter which we will have to go into in the ordinary course of our inquiries?—That is only a matter of accountancy.

2022. Then there is a complaint, which we have already gone into, of the rates and fares from Goulburn to Melbourne being the same as from Sydney. Do you wish to say anything about that?—No. I conclude you will look into that also.

2023. Then there is the question you have already commented on, namely, the common carrier. There is a statement made there that in Victoria they accept the conditions of the Common Carriers Act?—Yes; well, I am a little doubtful about that, but I will find out.



2024. Then there is the question of rates, and there is a complaint which crops up in other letters as to the time at which goods are received at Darling Harbour?—That, unfortunately, is the incidence of certain legislation. I suppose the Commissioner is trying to keep down his cost, but in keeping down his cost they are causing great loss to the public—I mean that on account of the limitation of hours for the delivery and receipt of goods certain time is lost which is dead time for certain people in the city here. It would be revolutionising their business to make their hours suit the railway hours; it would mean upsetting the whole economic situation. I think you will find that by the Commissioner saving, say, £10 the public are incurring £20 by the present times.

2025. There is a complaint also about weighbridges?—That crops up all over the world—the weights at one end as against the weights at the other. That is one of the greatest sources of complaint. There is a great tendency in weighbridges for something to get out of order, or perhaps the tare is not quite right in the waggon, and so on. I know there are complaints, and sometimes what makes it hurt is that the case is a serious one—it may have been a theft, it may have been gross negligence in the tare of the waggon that went there.

2026. Is it that they want to make use of the railway weights for selling purposes?—Yes, they do—many of the contracts are on railway weights. For instance, you sell a man so many tons of goods. You may have weighed them in the city, but he gets his weighbridge weight from the railway, and he says that is different. Of course, one may have been weighed a mile or two away, or there may have been some carelessness in the tare of the waggon; there is often so great a difference as 28 lb. in a couple of tons.

2027. Have you no law here imposing a penalty on people using false scales?—Yes, we have. But it is not false scales; very often it is the tare of the waggon which is at fault, and that is where I think a lot of the trouble arises—I know that when I was in charge of wharves the trouble arose in the tare of the waggon. Most of these waggons have the tare marked on them; well, a man may have put something on his van at one place and dropped it at another—you never know what they do—very often quite thoughtlessly and unintentionally. When I was in constant touch there, the practice used to be to have a tare every day. I am referring to the road vehicle; that is where most of it occurs. The practice is for a horse team or motor truck to go into the railway, where it is weighed gross, and then they tare him when he comes out; or sometimes the man in the city, when receiving the goods, reverses that order, and tares first and then gets his load and tares afterwards. Well, in between there may have been some alteration in the tare—*e.g.*, in the old days, where a man had a four-horse team, he probably had 1 cwt. of feed on, and he may have fed his horses in the meantime. Things like that occur, and it is not always the fault of the Railway Department.

2028. Here is a gentleman who indulges in very high language. He speaks of the juggernaut—of the trollies which in the hands of hurrying porters on railway platforms, often loaded with small parcels, play havoc with the shins of passengers, and he suggests that they should be replaced by overhead trollies?—I have never seen overhead trollies in operation wherever I have been.

2028a. There are some in some parts of the world. He also complains about the railway administration breeding rabbits on the line?—That is a constant source of complaint in the country. That rests largely with the individual ganger in charge of that section as to whether he looks after the rabbits on the line or not.

2029. Another statement says that “the Department does not have the staff in uniform”—that they cannot tell who is the railway man and who is not?

2030. Sir VINCENT RAVEN: Yes, that is rather an important matter, I think?—Yes, it is. Sometimes, when travelling in the country, you may have noticed persons

walking about wearing a tweed cap, and, in hot weather, with their coats off. He may be referring to that. Also he may be referring to the red cap.

2031. There is a complaint here about trains not running to time—being in some cases half an hour late; what is your experience with regard to time-keeping?—In my experience the time-keeping is pretty good. I do not say that it is altogether up to the English standard, but over there you have such short distances, yet even so I have been many times late in England. I go to Melbourne about every two or three weeks, and I cannot remember being five minutes late on one occasion when getting into Melbourne or into Sydney—that is, within the last six months.

2032. Would you say that there is a small proportion of engine failures and breakdowns?—There was a good deal of difficulty in regard to engine breakdowns, but I think that state of affairs has been gradually overcome.

2033. They say here that engines are breaking down too often to replace them, and possibly these do not get overhauled often enough. Have you considered that at all?—I cannot say that I have travelled much on the suburban lines, but I have not heard many complaints about it. The press is generally pretty prompt in ventilating anything like that in the newspapers in this country. Certainly, after the war, the railway engines had got pretty low, owing to the starving of supply of money to the Commissioners, with the result that some of the engines were breaking down pretty often; latterly, however, I do not think there has been much of that.

2034. With regard to sleeping accommodation, are there many complaints with regard to that and as to the difficulty of getting sleepers?—Yes, there is a good deal of difficulty about that, but that is at seasonal times—*e.g.*, a lot of men may want them just to go to the races, to go to Melbourne, and so on. Sometimes if you try to book a berth to Melbourne you may not be able to get one, because all are booked up. But I have suffered that way when travelling in America quite often. I have seen people unable to get a berth in a train, even in the case of the Pullman Company.

2035. These people refer rather to the mail trains, I think?—Yes; well, those are practically the only trains that carry sleepers in New South Wales.

2036. Sir SAM FAY: In another letter they ask for second-class sleepers?—Yes, there is no reason why a person should not have a second-class sleeper, I suppose; whether it will pay or not is of course a different matter.

2037. Of course, that is a question of adding weight to the train?—Yes. I think what they mean is to adopt the principle. Well, you have a second-class ticket and are going a long distance—go and pay extra for your sleeper; and they will quote you the case in America. But, as we all know, there is only one fare there—I mean, there is the basic fare, after which come the extras, *i.e.*, the sleeper and the chair car. That is what they refer to; they do not know that they are getting a concession on their ordinary freight.

2038. They rather refer to the second-class sleeper being in use in Queensland; do you know anything about that?—Yes, I have seen them once or twice on certain lines there; but of course the Queensland railways do not pay.

2039. You agree that it is largely a matter of expenses?—Yes, and a difficulty of carrying heavy trains over the gradients they have here. I do not think you could give a second-class sleeper with a second-class fare, if you expect the railways to pay—that is, even if he pays the ordinary rate of 12s. 6d., or whatever it is for a sleeper.

2040. Sir VINCENT RAVEN: Is there more difficulty in regard to ladies getting sleepers than men?—In the old Pullman sleepers that they have here they curtain off so much space at the end of the car for the ladies, and if they have to curtain it off they have to take four berths, and if there is only one sleeping-car on the mail train that is a



Witness—Sir M. Sheldon, 30 July, 1924.

difficulty. Of course, men naturally, owing to their vocation, travel more at night than women. There are more men travelling than women and there are more men's sleepers than women's sleepers.

2041. Is the trouble more emphasised, so far as ladies are concerned, than men; that is what they say in this letter?—Well, I have so very little to do with ladies that I do not quite know. Naturally, ladies do not travel so much as men, but apart from that, amongst my lady friends I have never heard of them not being able to get a lady's sleeping ticket. I tell you frankly, I do not think there is much difficulty in that direction. Of course, you know what is always said about booking; i.e., kissing goes by favour, and the usual habitue, or the man who is always booking, gets the best berth, and it is very often in that manner that these things get about. But I do not think there is any cause for complaint in that.

2042. As to the question of the engines being of an obsolete character, what do you say?—I am not sufficient of an expert to be able to answer that question. I know that they are always replacing engines.

2043. Sir SAM FAY: There is a complaint with regard to rates which are charged on certain classes of imported merchandise. As we have it here, the Federal Government imposes a Customs duty on certain articles?—Yes.

2044. The complaint is that when they are conveyed over the New South Wales railways they are charged more than the same article conveyed under exactly the same conditions locally manufactured. These are complaints against that practice. I take it there would be two views in New South Wales on that subject, would there not?—Yes, quite.

2045. That is, the view of the man who pays for the imported article and the view of the manufacturer here who wants his products protected?—Yes, that is so; then there is the view in certain cases of the buyer in the country who has to pay more. The question is really a political one; it is a question of State policy. The policy of the country is undoubtedly a policy of protection, and of course that is one of the difficulties which the railways are working under.

2046. There is a suggestion here that tourist travel should be encouraged by running trains longer distances into the country without stopping?—At certain times of the year there should be facilities in that way. I have no doubt the Commissioners comply with that requirement, having due regard to the expense involved, of course.

2047. The next suggestion is that a dining-car should be run on some of the trains on the main lines. At the present time the Commissioners provide refreshment-rooms?—Yes. They did run a dining-car some years ago between Sydney and Moss Vale, I think, but it was not patronised, and so it was discontinued. In connection with the suggestion of dining cars on trains we have to recollect that all our mail trains, with the exception of the Brisbane, leave at night time after the meal hour, and they all arrive at their destination in the early hours of the morning. That is the present system. If people were sitting up they would not want a dining-car in the middle of the night. In saying this I am taking Sydney as the terminus, and I should think it very doubtful whether a dining car is required. Then it must be borne in mind that the haulage involved in those things is very great, and it cannot be done without expense. Of course, people go to the United States or to England and they see dining cars there. Well, the dining car on the trains in America is part of an institution—people wait to take their meals in the dining car in order to save time, and they do not mind what price they pay; but the way our railways are at the present time I do not see how the provision of dining cars will pay the Commissioners. Of course, you might, as a trial, put on a dining car between here and Newcastle. With regard to the trains from Melbourne, they get in to Sydney about 10.20. Well, a man does not go to a dining car for his breakfast—I think he generally has something light—so that I do not think a dining car would

pay in that case, but it might possibly pay between Sydney and Newcastle.

2048. Take the tourist traffic to the Blue Mountains—Katoomba for instance; early trains are started from there, are they not?—Yes.

2049. Would not it be an advantage to run a breakfast car from there?—Yes, you might run a club car—not a dining car—from there—a car where you could get coffee and rolls or scones, toast and jam, and things of that sort, but not to provide a heavy breakfast.

2050. Then there is a complaint as to the labelling of first-class carriages second?—I suppose that if they have not enough second-class carriages they have to carry the second-class passengers somewhere.

2051. So, the first-class traffic is decreasing?—I should not say that it was.

2052. That is the evidence we have got now?—It may be, but when times get moving a bit and people are on the up-grade as regards money they will swing back again.

2053. Sir VINCENT RAVEN: Is there much difference between a first-class carriage and a second-class?—Not in the newer ones.

2054. Then, what do people pay for in a first-class carriage?—Well, some people do not like to travel with a Chinaman, or for some such reason as that; also a man very often in a second-class car thinks that there is a different set of manners—I think there is a lot in that. Of course, there is no trouble like that in other countries; for instance, in the suburban trains in America, in which they have all one class, except, of course, where you get below the Mason-Dixie line and have the "Jim Crow" cars.

2055. Sir SAM FAY: Then there is a complaint from one of your members of competition with the sea, and this letter starts by saying that the railways are run at a loss. We have not found that, up till now?—No, there is documentary evidence to the contrary. I know that the gentleman who writes that is a very able man and one of our best freighters.

2056. He makes certain statements here as to things which we are analysing, but his first statement obviously is wrong. Then the Campsie Chamber of Commerce complains of the absence of proper connection between trains and trams?—That is rather against my argument a moment ago, and you, gentlemen, will get your halo if you devise something to make those things meet.

2057. Then there are suggestions with regard to the maintenance of new lines, but that is not within our province. Then there is a complaint about the Adamstown-Belmont railway agreement. I think that is purely a question of the construction of an agreement, with which we have nothing to do.

2058. Sir VINCENT RAVEN: One letter comes from the Chamber of Commerce and Industry, Illawarra, and complains about the couplings on the doors of hopper waggons being difficult to close, and says that in private-owned waggons this inconvenience does not exist; have you anything to say about that?—I am afraid not, because I do not know what the coupling is, in that case, to be quite frank.

2059. Is it of sufficient importance to ask us to look into it; I mean, I know sufficient about these troubles and complaints as to railways to know that a great number of the complaints are not worth while bothering about?—Well, sir; if you are satisfied that there is effective control in the mechanical department I do not think you need bother about anything further.

2060. I am sure that I am not going to look at all the couplings to the doors of waggons to see whether I consider them satisfactory or not.

(Witness retired.)

(The further proceedings were adjourned till Thursday, 31st July, 1924, at 10.45 a.m.)



## THIRTEENTH DAY.

THURSDAY, 31 JULY, 1921.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

## COMMISSIONERS :

Sir SAM FAY.

Sir VINCENT L. RAVEN.

REGINALD HARRY STRINGWELL ATTWILL,  
Superintendent of Passenger Transportation, New  
South Wales Government Railways, sworn, examined,  
deposed:—

2061. Sir SAM FAY: You are the Superintendent of  
Passenger Transportation?—Yes.

2062. Do you control the running of the passenger  
trains throughout the whole of the railways?—Yes. We  
arrange the time-tables for them and the loads.

2063. Of passenger trains?—Yes.

2064. And you arrange the load in conjunction with  
the Chief Mechanical Engineer?—He arranges the load  
the engine will haul. We arrange a suitable load for the  
passengers' offering. We provide the seating accommoda-  
tion. I see that sufficient is provided and that there is  
no waste.

2065. How do you get the sufficiency?—Trains are  
counted at different points daily, the number of passengers,  
first and second. I get that, and that is my guide.

2066. You deal with the trains not only from Sydney,  
but from Newcastle and other places?—Yes.

2067. Do not you find your duties conflict with the  
responsibility of the District Superintendent?—No, it is  
more of a check on them.

2068. Do you arrange the time-table in conjunction with  
the District Superintendents?—Yes. We put the pas-  
senger trains in the time-table first and then they fit their  
goods trains in. We check the time-table for the goods  
trains to see if we can improve it.

2069. When you arrange the time-tables do you have  
a meeting to decide on the times of the trains with the  
District Superintendent?—Not with the passenger trains.  
They give us a written recommendation and we discuss it  
when they come down to conference.

2070. They tell you the passenger traffic requirements  
of their district according to their views?—Yes.

2071. You arrange the time-table in accordance with it?  
—Yes.

2072. What trains do you fix the time for?—The ex-  
presses first, then the long-distance trains, and the short-  
distance trains.

2073. You make your ordinary train service revolve  
round your Melbourne and Brisbane expresses?—Yes.

2074. Do you deal with any complaints which come  
from the public in regard to accommodation?—Yes. The  
Chief Traffic Manager sees them also. I prepare the re-  
plies generally.

2075. Do you have many complaints?—A fair number.  
Many of them are trivial, and we explain them and they  
are satisfied.

2076. Do you deal with delay of passenger trains as  
well?—Yes, through the District Superintendents.

2077. You get a good many complaints in regard to  
that?—No so many in regard to the long-distance trains.  
They are generally in relation to late arrivals of suburban  
and workmen's trains.

2078. Do you get any complaints in regard to your night  
trains, as to the accommodation being comfortable or not?  
—Not a great number.

2079. So far as you know, are the people living far out  
in the country satisfied with the accommodation of your  
night trains?—Most of them have to travel by night.  
The majority have no complaints. Odd complaints are  
made about the type of vehicle.

2080. Do you consider they are satisfied with their  
present train service, which, in some instances, is only two  
or three days a week?—I do not say in every case. Some  
wish for an improved train service, and we have applica-  
tions in that respect.

2081. Are you held up by shortage of travelling stock?  
—We are short at times.

2082. Short of passenger accommodation?—Yes.

2083. Does that apply to your main-line trains as well  
as suburban?—Suburban principally. To the main-line  
trains we give preference.

2084. You have to run suburban carriages on your main  
lines sometimes?—Yes.

2085. That is not satisfactory?—No. There are com-  
plaints about that frequently. That is chiefly on holidays  
and week-ends.

2086. Do you issue all these special train notices in  
regard to passenger traffic?—Yes.

2087. Even those which are running 400 or 500 miles  
if in the country?—Yes. There may be an odd one, a  
divided train, and at holiday time, that we do not issue.  
Generally we issue all of them.

2088. How do you manage to get the notices out into  
the hands of the staff when you are running a train to  
Murwillumbah?—The Superintendent issues them from  
that side of the Clarence River. That is my oversight.  
Up to as far as South Grafton we issue them, but not  
generally on the other side of the river.

2089. How do you manage to get out your special train  
notices?—We get early advices and we send the notices  
forward by special envelope. We have no difficulty in  
that respect.

2090. When you are timing a special passenger train  
do you run them without consultation with the District  
Superintendent?—No, he submits a proposal and we check  
it. Sometimes we alter it, but not often.

2091. Do they conflict at all with the running of the  
numerous goods trains?—Occasionally. Of course, the  
passenger train takes preference. They do not delay  
the goods trains. They will alter the working of the goods  
trains to fit in.

2092. Do you consult with the Locomotive Department  
in regard to fixing the time of the special trains?—The  
specials in the country we have to run to suit the people  
who want them. We try to fit in with the locomotive  
arrangements to avoid additional expense. We give the  
Locomotive Department a proof of the special arrange-  
ments generally.

2093. The engines for the passenger service are under  
the Chief Mechanical Engineer entirely?—Yes. Although  
we do consult with them in connection with the allotment  
of different types of engines.

2094. You deal with orders for horse boxes, motor  
trucks, &c.?—Yes.

2095. Are you short?—No. When we have a rush we  
convert some of our bogey goods trucks.

2096. That is to motor-car trucks?—Yes.

2097. You also control sleeping car equipment?—That  
is, the rugs, water bottles, sheets, pillows, &c.

2098. You control the sleeping-car linen?—Yes.

2099. Do you get complaints in regard to the linen?  
—No.

2100. Are the people satisfied with their beds?—So far.  
Occasionally they complain about the hardness of the  
bunk but that is all.



Witnesses—R. H. S. Atwill and W. C. Quinton, 31 July, 1924.

2101. How often do you recondition your bedding?—They are guided by the condition of the mattresses. As soon as they get hard or lumpy they are taken out.

2102. Who examines them?—The locomotive men have an officer and I have an officer. The locomotive branch does the conditioning.

2103. Who is responsible for taking the mattresses out?—We have a carriage inspector, and he makes the examination of the beds. He is under me. The Locomotive Department also has an officer who makes an examination of the mattresses; we check that officer.

2104. You issue printed circulars in connection with the works and progress of the works, opening of new sections, stations, or sidings?—Any works in progress, and they want a connection with the main line, we issue notices to the staff telling them what has been done. When the work is completed we issue a notice regarding the working of those particular places.

2105. That includes the signalling too?—Yes. If it is a big work it is included in the weekly notice. We issue about 400 circulars a year.

2106. Do you prepare amendments and additions?—Yes.

2107. Your instructions are very elaborate. Have you had experience on any other railways?—Not working on them.

2108. Your instructions are very numerous, very detailed, and very elaborate?—Yes.

2109. Taking an ordinary employee out in the country looking through those instructions, he would be somewhat puzzled until he got a good deal of experience. You are adding constantly to those instructions little matters of detail which might be dealt with locally. They are very numerous?—The alterations and additions are numerous.

2110. It would take some time to get it all into your head?—It would not be possible. The books are for reference purposes.

2111. Are you responsible for the instructions in regard to where shunting and crossing should take place?—I prepare these instructions for the Chief Traffic Manager, who deals with them.

2112. You give detailed instructions that certain things are to be done at a particular station, or between one station and another. Are you responsible for those?—The Local Appendices contain those instructions; they were issued before my time.

2113. What voice has the District Superintendent in that?—He is consulted. The district superintendents check all the proofs. Their suggestions are carefully considered.

2114. You are really acting as an assistant to the Traffic Manager for traffic purposes?—Yes.

2115. Sir VINCENT RAVEN: Are you generally satisfied with the locomotives, dealing with passenger trains?—We have a number of failures.

2116. They can haul the trains at the weights and the speed which you require?—If we had more powerful engines it would save pilotage. In cases one engine is not strong enough.

2116A. Train delays due to locomotive seem to be very large?—I do not think the percentage is particularly high.

2117. As a matter of fact it is particularly high. It causes you inconvenience?—It causes the public inconvenience.

2118. In regard to the beds, so far as the Locomotive Department is concerned, it is in connection with the fixed beds, the springs in the bed, they have to satisfy themselves?—Movable mattresses.

2119. Do they supply those?—Yes.

2120. They supply them in the first instance. Are they responsible for seeing that they have got the right mattress there?—We are responsible for seeing that there is a mattress for each bed. The conditioning and renewing of them is done by the Locomotive Staff. If we see anything wrong we ask for another.

2121. How are they responsible after it has got into the carriage?—They have a man who goes through the carriage.

2122. That is doing the work twice over?—He examines the fittings as well.

2123. The movable mattress—is it not doing work twice over if he does it and you do it too?—In one way it is. We make a check on him. It is advisable probably to have a check on the examination of mattresses to avoid them getting into a bad condition.

(Witness retired.)

WILLIAM CHARLES QUINTON, Superintendent of Goods and Livestock Transportation, sworn, examined, deposed:—

2124. Sir SAM FAY: You are responsible for the goods and livestock traffic under the Chief Traffic Manager?—Yes.

2125. You supervise the goods train service, which embraces the running of all trains conveying livestock and perishables?—Yes.

2126. Are you responsible for the loads of engines employed?—Yes, in conjunction with the Chief Mechanical Engineer we determine the loads.

2127. You are the officer on the traffic side who consults the Chief Mechanical Engineer?—Yes.

2128. Do you fix the time of the goods trains?—That is really fixed by the Superintendent of Passenger Transportation.

2129. Not goods trains?—They are really fixed in the various country districts by the District Superintendents, and in the metropolitan area the same applies. If there is anything which requires to be determined it is submitted to me for consideration.

2129A. That is to say, the Passenger Superintendent has the choice of the road, and the goods trains have to be fitted into that?—Yes.

2130. You deal with undue delays to trains and engines?—Yes.

2131. Does that mean that out in the country, where engines are kept out, say, for a week from their home station, you deal with that?—Yes.

2132. With whom do you deal with it?—With the Chief Mechanical Engineer and with the District Superintendent, and with the District Locomotive Inspector concerned in that particular district.

2133. The really responsible officer for keeping an engine out an undue time would be the District Superintendent?—Not necessarily.

2134. Who else?—The locomotive people frequently. We might send an Enfield engine to Broadmeadow. It is prepared to return to Sydney. Something may happen to a Broadmeadow engine which is prepared to go to the North Coast, and they grab the Enfield engine. That would be done by the Locomotive Department.

2135. Are you sure?—Absolutely. That is detected within a few hours, and we want to know from the locomotive people why they sent that engine away, and we issue directions that the engine must be returned as soon as possible to its home depot.

2136. We have been rather given to understand with regards to goods train engines, the Locomotive Department are asked to allocate a certain number of engines to a depot. After they are so allocated they are controlled absolutely by you?—That is as far as the ordering is concerned.

2137. So far as the working of the engine is concerned?—Yes. We determine that. As far as that individual engine is concerned, if she got to Hamilton and Loco. were in a tight way, they would take it and send it north or north-west as the case might be.

2138. They would tell you that is the only engine they have got?—Yes. Their running repairs may be somewhat excessive at the time.



2139. Do you get a great many complaints with regard to engines being sent away from their home depot?—Yes. That is carefully watched by the Chief Mechanical Engineer's staff. We are always on the alert for it, and even if we were not, he would give a strong reminder about the necessity for getting it back.

2140. You are responsible for engine men on duty unnecessarily early?—We have a return of engine-men signed on duty to work a train and they may be on duty 30 minutes too early. That is debited as unnecessarily early against that particular depot. The various District Superintendents, together with the locomotive inspectors, are responsible for submitting the details of each case. Those cases are personally investigated by the District Superintendent and the District Locomotive Inspector.

2141. You mean that the engine-men turn up before their proper time?—They book up at, say, 1.30, and they are allowed a certain time to prepare their engines, about 45 minutes. They are standing and waiting in traffic 30 minutes unnecessarily. They are allowed, say, 15 minutes to attach to train and test brakes. If they are standing 30 minutes over that time it is debited as unnecessarily early.

2142. You have a train, say, timed to leave the depot at 1 o'clock. The engine-man is supposed to be on duty 45 minutes before that time to prepare the engine and get out on the road?—Yes.

2143. That is 12.15?—Yes.

2144. If the engine-man turns up at 12.15 could he be unnecessarily early?—Yes, because the train may get away late. A stock train may be running into Werris Creek from Armidale. She loses time en route after the station-master, Werris Creek, has ordered the engine out to leave at a certain time. If that train loses time from locomotive or traffic causes, we treat it as a case of unnecessarily early, providing engine was waiting 30 minutes or longer.

2145. You do not suggest the engine-men are responsible for that?—No. The idea of keeping that record is to provide for the most economical working. If we were to allow depot station-masters to order out engines indiscriminately it would cost us something.

2146. In a case of unnecessarily early, the responsibility lays with the station-master. He should have called that man out, not at 12.15, but at 12.45?—Whatever time is necessary. He must put the men back. He should ascertain how a particular train is running, and it is his responsibility for notifying those men in due course they will not be required for a certain time.

2147. Sir VINCENT RAVEN: How long would he know that that train was going to come in late?—It is quite possible he would not know in sufficient time in many instances, because they are entitled to 2 hours' notice at their homes. Wherever it is possible we insist on them putting the men back in order to save the cost of standing.

2148. Unless he knew in time to give notice no fault could be found?—That is so. We want to know whether there is any negligence on the part of the staff.

2149. Sir SAM FAY: It is a check on your own traffic staff?—Yes. The enginemen are not in any way responsible.

2150. Sir VINCENT RAVEN: What is the time which is considered reasonable to ask a driver after he has been called on duty for a certain hour to be put back?—Once he is called we do not put him back. He is entitled to two hours' notice in accordance with the award.

2151. Do not you give him any more than that?—No.

2152. Night or day?—That is considered sufficient.

2153. Sir SAM FAY: You control the goods and live-stock waggons throughout the State?—Yes.

2154. Have you enough live-stock waggons?—At the present time more than enough. I have 700 standing idle. During drought periods we find we have not sufficient.

At the present time we have under construction 300 additional sheep vans. During the drought periods, to relieve cases of extreme urgency, we place open waggons in the trade.

2155. What number of live-stock waggons would be necessary to enable you to tide over a drought period such as 1922-23?—It would be a high figure. We do not know in some instances whether the cases are entirely genuine. There is sometimes an undue inflation of orders.

2155A. They order more than they want because they expect to get less?—They know during drought periods they would get less. They know it is an impossibility during that period to meet all the orders submitted without delay.

2156. We have been told certain people—not the graziers—order ahead a large number of waggons for which they have no sheep?—I have only been in my position since the middle of June last year. During that period I am not aware of any of those orders. I have been told by others that it was the practice occasionally.

2157. That would be orders for trucks which were really not genuine orders, but were designed to enable them to buy cheaply during drought starving sheep, and get in an allotment of trucks in front of the graziers?—Yes. The Commissioners have taken action in that direction which may circumvent anything of that kind in future, inasmuch as they reserve to themselves the right of charging the full freight for all orders accepted and provided where the circumstances are in any way suspicious.

2158. What number of live-stock waggons would tide you over a period of drought?—I would have to take the past figures before I came into the position as a basis. I could give you an idea later.

2159. You would take the number of waggons actually used, and not those ordered?—We would take them both into consideration. I have 1,706 sheep vans and 1,256 cattle waggons. During some of the periods we had as many as 3,000 and 4,000 orders on our books for immediate removal during such periods.

2160. If they are to be of any use they have to be utilised quickly, because the sheep are starving?—Yes. We realise that by placing a large number of wheat waggons into the trade for the relief of cattle and other open empties for the conveyance of sheep.

2161. Are you short of ordinary goods waggons?—No. At the present time I have a considerable surplus.

2162. Having regard to the growth of your business, are you keeping safe with your present amount?—With 300 additional new waggons of 25 tons capacity we are keeping abreast of the times.

2163. How about the growth of business?—We will continue to construct additional waggons. Some of the 300 are ready, and the others are in course of construction.

2163A. You have had some trouble in dealing with grain?—Yes. We find that everybody desires to get rid of their produce as quickly as possible and get it to the seaboard. We cannot undertake to shift the whole of it in a very short period.

2164. There is occasionally trouble at your seaport by reason of the vessels not being there?—Yes. We have had serious congestion at times.

2165. You are short of sheep vans. Would you rather have good waggons built which would be available for general purposes to tide you over a time of drought, or would you prefer to have sheep vans built?—I would prefer sheep vans. The open goods waggons are all right for short distances, but they are unsuitable for a long haul without "spelling" en route. It is hard to say when we will have a drought. Sometimes we experience a drought in the north or west when conditions are favourable in the south, and they are starving on the other sections.

2166. Your drought may synchronise with your movement of wheat?—It is quite probable.



Witness—W. C. Quinton, 31 July, 1924.

2167. You would prefer additional sheep vans than open goods trucks?—Yes. We are constructing both at the present time.

2168. You deal with all traffic reports showing the clearance of traffic during the previous twenty-four hours?—Yes.

2169. Does that apply to the whole of the railways?—Yes. Each depot throughout the State is directed to send me a wire, to reach me at 5 a.m. to show the movement of traffic. That is also dealt with by the Chief Traffic Manager daily at 9.15, and is carefully scrutinised by him. The Chief Mechanical Engineer also attends that meeting, and any matters required to be discussed are dealt with.

2170. The Chief Mechanical Engineer would not be interested in that?—If we have any delays of traffic, and it is a question of engine power, he wants to know all about it. It may not be due to the allocation of engines, but to the running repairs.

2171. You get these reports direct from the stations, and not from the district superintendents?—The district superintendents also receive a copy.

2172. You control the goods engines, which embraces the allotment of goods engines to the various depots?—Yes.

2173. Do you do that in consultation with the Chief Mechanical Engineer?—We confer with him in regard to the actual class of engine that is to be employed. Otherwise we determine what is necessary. We determine the supply of engines daily. We have two reports coming forward, at 9 a.m. and 5 p.m. They indicate the position at all depots throughout the State with regard to engine power.

2174. Are these reports looked at by the Chief Mechanical Engineer as well as yourself at the meeting next morning?—They are.

2175. You keep a record of engines under repairs; where do you get that return from?—From the 9 a.m. and 5 p.m. reports submitted to me by wire from all depots.

2176. Are they from the Traffic Department?—From the Traffic and Locomotive departments.

2177. Sent to you?—Yes. The depot station-master submits a wire, that is from the depot where the locomotives are located. He knows exactly what engines he has on hand. Where repairs are concerned and what they are is obtained from the Locomotive Superintendent, and wired by the station-master. That is also wired to the superintendent of the district.

2178. When engines require substantial repairs and overhaul they are removed, and the depot is recouped when practicable?—Yes. Each engine bears a tabulated number. When that engine is placed into Eveleigh for repairs there is a certain section on our engine board for that number to be placed, and we know that engine is in repair in the locomotive shop. Just a few days before the repairs are completed we are advised when that engine will be available, and we have another space to put that in. We are able to keep an exact check on the movements of all engines.

2179. You are responsible for the engine load tables?—Yes, in conjunction with the Chief Mechanical Engineer.

2180. Those tables are not always governed by the weight of the train?—That is in regard to the capacity of the engine.

2181. Yes?—No. We may have fifty-two vehicles on a train. They may weigh 450 tons, and the engine capacity is 565 tons. The maximum length load of that train is fifty-five vehicles.

2182. Why?—That is covered by the length of various crossing loops and refuge sidings, &c., over which the train has to pass. Instead of taking 450 tons as the capacity of the engine, we take the weight of three vehicles short at 6 tons, making 18 tons. We will say, therefore, 468 tons is the capacity of the engine.

2183. They are very elaborate calculations in regard to some of these loadings?—Undoubtedly, if you were not aware of the circumstances you might think there was

something wrong. That arrangement has been in force ever since I can remember. It has been considered quite in order. If we are within 10 tons of the load we reduce the capacity of the engine. Take a load of 490 tons. The capacity of the engine is 500 tons, and we have not a truck in the yard which will weigh 10 tons, consequently we take 490 tons as the capacity.

2184. You control the tarpaulin factory?—Yes.

2185. Do you control the manufacture of tarpaulins?—No. I have a foreman who is immediately responsible for the supervision of the factory. I am held responsible for seeing proper supplies are maintained and distributed.

2186. Who is responsible for the manufacture?—I am responsible for the proper conduct of the business, and that comes under the heading of manufacturing. My foreman is the man who is immediately responsible to me for the business being properly conducted.

2187. Have you a tarpaulin factory?—Yes.

2188. Are there men employed on your staff?—Yes, and the foreman also.

2189. Do you requisition for the material required?—Yes, through the Comptroller of Stores.

2190. What sort of experience has this man of yours had of the manufacture of tarpaulins?—Twenty years.

2191. You have been manufacturing the whole time?—Yes.

2192. How many tarpaulins have you got?—Our stock is 22,500.

2193. How many do you manufacture or buy a year?—In 1923 we issued 2,997 new tarpaulins.

2194. What do they cost?—Last year's, tarpaulins cost £7 15. The present day cost is £6 16s.

2195. Are you responsible for the use of the tarpaulins on the trucks?—Yes, for the supply of them.

2196. Do you use more than one tarpaulin on a truck?—Yes, in a number of cases. From the Portland Cement Company's siding we use two sheets. Also on trucks of chaff and fodder on particularly long hauls from the southern districts to Wallangarra we use two, which absorbs a great number.

2197. When they are going through interstate?—Not necessarily, but we do always use two. Our business sometimes in that respect is very heavy.

2198. We will put your supply as 3,000 a year, as the wastage of your tarpaulins?—Yes, we have that.

2199. £20,000 a year?—Yes.

2200. You must be using a considerable number of duplicates, or are your tarpaulins too small?—No, one tarpaulin will as a rule cover an ordinary truck of goods. Where truckloads of fodder are concerned we must necessarily use two tarpaulins.

2201. Is that for lashing?—No. The loads are all securely lashed.

2202. Do you sheet your chaff always?—Yes.

2203. Winter and summer?—Yes.

2204. Although they were secured by lashing?—Yes.

2205. Do you get rain here in the middle of summer?—Yes. We are subject to very heavy storms in the middle of summer, and we are never safe.

2206. Sir VINCENT RAVEN: Are you satisfied that your locomotives are sufficiently powerful to take all the goods you have?—I regard them as powerful enough.

2207. There is no need for more powerful engines?—That would have to be governed by the question of draw gear. It is for the Chief Mechanical Engineer to say if he would allow stronger locomotives, on account of the heavy grades we have to travel over.

2208. As far as you are concerned you are taking loads which are necessary?—Yes.

2209. Those loads, as arranged, appear to be very complicated. I do not know if you would consider the line from Sydney to Goulburn as illustrating the character of the line generally in New South Wales?—No. That is somewhat easier. Our western and northern areas are much heavier as regards grade than the south.



2210. It has gradients of 1 in 40?—On certain sections, but not to such an extent as on the north and west.

2211. The loads vary considerably with the different classes of engine and the different classes of trains, and with the length load of the carriages?—Yes. On some sections we work up to sixty vehicles, others we will run seventy. That is entirely governed by the facilities available for crossing and refuelling.

2212. It appears from this statement that you never get a load up to the capacity of the locomotive?—There would be instances where the exact tonnage hauled does equal the capacity of the engine, but there are many where we are from 3 to 10 tons short of the capacity.

2213. I have a paper here giving the capacity of the engine and the fixed load, which I understand to mean the load allowed?—Yes.

2213A. And the gross load taken. In very few cases, if any, have you come up to the load which the engine could take. In a number of cases you have come up to the fixed load, but the fixed load appears, for one reason or another, to be considerably below the load which the engine can take. Do you agree with that?—Each train is dealt with on its merits. The loading is carefully analysed to ascertain if better could be done. No doubt there are a large number of differences between the gross and the fixed load. I feel satisfied the system is quite all right.

2213B. Looking at the table which I hand you, the red line indicates the capacity of the locomotives, and the next line indicates the fixed load. You see the differences?—Yes, there are differences. Take the second item. We only got up to 360 tons. Our engine capacity is 565 tons. That is a fast goods train with a limited length. It only conveys 45 vehicles.

2213C. That is not isolated?—There are a number of cases in the same category. No. 25 has 53 instead of 55. The gross tonnage of the 53 vehicles is 542 tons. We take to debit 6 tons each, 12 tons for two vehicles short, making 554 tons.

2213D. If that statement is correct, it looks as if the engine were amply powerful enough to deal with the necessary trade?—Yes, I feel satisfied on that point.

2213E. Does that illustrate generally what takes place?—Yes, that may be taken as an index. The idea of the loading returns is to detect whether there is any undue wastage of engine power.

2213F. Do you find you get many failures with the locomotives?—Yes, a considerable number.

2213G. That is not due to the load?—No. The Chief Mechanical Engineer takes care that he does not allow the engine to become overloaded.

2213H. How can he tell that;—he has nothing to do with the engines when they get outside?—Only as far as the engine load table is concerned; it is up to us to see that the engines are not overloaded as compared with the fixed load.

2213I. He cannot tell if it is overloaded after it gets on to the road?—The locomotive people would not know unless an engine stalled on account of being overloaded.

2213J. In connection with waggons, you have a number of different classes?—Yes.

2213K. It is an advantage, is it not, to reduce those classes to a minimum?—They are being gradually reduced. That is to say, the standard 25-ton waggon is gradually being adopted.

2213L. Are you endeavouring to bring them down to a fewer number of classes?—Yes.

2213M. So far as the workings of the engines are concerned, after they leave the shed it is of great importance to the Chief Mechanical Engineer that the best work should be got out of them, because a good many of his costs are got out on the train-mileage basis?—Yes.

2213N. How is he able to take part in that?—He will obtain the same information as I do, the information prepared by the Director of the Statistical Bureau, indicating the miles per hour.

2213O. He only knows afterwards?—As far as I am aware.

2213P. If the organisation does not allow him to take part in the arrangements of the working he cannot know?—He has no control of the engine after it leaves the shed.

2213Q. Can you suggest how he should know before if that is so?—No, I cannot suggest how he could know before.

2213R. He can only take up the matter after it comes under his notice by some returns?—Quite so.

2213S. Does he often take up cases?—I am not aware of what he does. He does not come to me.

2213T. Who would he make the complaint to?—Principally to the Commissioners. There is no connection between the Chief Mechanical Engineer and myself, in those subjects. I am responsible for the miles performed by the engine.

2214. Then it would come to you eventually, even although he took it up first of all through somebody else?—He has a representative attending the Assistant District Superintendents' conference, at which I preside once monthly.

2215. It would come to you eventually. If he had a complaint he does not take it up directly with you?—That is so.

2216. No matter whom he takes it up with, it would eventually come to you for explanation?—Yes, I would see to that. There may be cases out in the various districts which I would not see. There may be some unsatisfactory local working in a particular district, and his representative may take it up immediately with the traffic representative, the District Superintendent. I would not know anything about that probably at the time.

2217. If it was a complaint that you were responsible for, would it not come to you at some time?—Not necessarily, unless it is a particularly serious case.

2218. So far as you know, the Locomotive Superintendent has not taken up any cases?—You are referring to the Chief Mechanical Engineer?

2219. Yes?—Not with me. There are cases where an engine has been delayed which the Chief Mechanical Engineer has taken up with me. If there are cases where the locomotive inspectors consider undue delay has occurred they will represent that to the District Superintendent.

2220. Who fixes the length of the load—the Chief Mechanical Engineer?—In some instances the Traffic Department determines it, if it is the case of the length of refuge siding or crossing loops. If it is a question of drawgear and we can take more than fifty-five or sixty, then the Chief Mechanical Engineer will approve, say, up to seventy.

2221. Sir SAM FAY: The line from Sydney to Goulburn is one of your chief lines?—Yes.

2222. What particular part of it is responsible for limiting your load in length?—The 1 in 75 grade from Picton to Moss Vale.

2223. You gave the reason the limitation was due to your refuge sidings, crossing places, and so on?—Yes, because we can otherwise take sixty vehicles on the Goulburn section.

2224. You gave the case of forty-five waggons being the limit?—That was a fast train due to speed only.

2225. Are you limited in any way between Sydney and Goulburn to fifty-five?—We can convey sixty, except at certain times, when mail trains are concerned, and there are certain places where we cannot accommodate the length of trains. We have difficulty in taking fifty-five out of Enfield. From Enfield at the present time we do not usually send more than fifty-five vehicles.

2226. That is from Enfield?—Yes.

2227. Why?—In setting back on to our departure road we have not the sixty vehicles length available.

2228. In consequence of your not having more than that particular length in your siding at Enfield you limit the load from Sydney to Goulburn, 149 miles?—It would not



Witnesses—W. C. Quinton 31 July, and N. W. Kater, 1 August, 1924.

affect it to any great extent. Almost all trains convey the fifty-five on account of the restricted facilities on the road in regard to refuge sidings.

2229. Have you no practice of shunting across?—We have a double line, but I do not consider that advisable except in cases of emergency. It is done.

2230. Is that because of the steep grade?—In some instances.

2231. As a matter of fact, you are limiting your load to some extent to trains going away from Sydney because of the length of your siding in Sydney?—Yes.

2232. Sir VINCENT RAVEN: Have you any knowledge of the train miles per hour which you get out of your train?—Yes.

2233. You have a record of that?—Yes.

2234. You keep information which gives you the train miles per hour?—Yes, every district is concerned. If there is any falling off I want to know why.

2235. Do you send that anywhere?—Yes. That is prepared by the Director of the Statistical Bureau, and each District Superintendent receives his copy.

#### FOURTEENTH DAY

FRIDAY, 1 AUGUST, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

#### COMMISSIONERS:

Sir SAM FAY.

Sir VINCENT L. RAVEN.

Hon. Dr. NORMAN WILLIAM KATER, M.L.C., President Graziers' Association of New South Wales, sworn, examined, deposed:—

2236. Sir SAM FAY: We have your list of submissions?—I am going to deal with Nos. 7 to 11. In what I am handing in there is a question I asked in the House about drunkenness in the service.

2237. Take No. 7—methods of railway construction. You suggest the method should be reviewed?—Yes. I cannot give very much specific evidence of waste in the system, but there is a general impression that the present system of railway construction is extremely wasteful. Some of the railways which have been built have taken years to build, and the estimates have been very much exceeded. Take the Dubbo-Werris Creek railway, for instance. That took ten years to build. A lot of the capital was locked up during the process of building. The cause of that is the Public Works Committee submitting to Parliament recommendations for railways to be built all over the country, many of which will never be built. Parliament decides to start a certain job, we will say, without being certain that they have the money to do so. When it is half finished certain political exigencies make them start a job elsewhere. Men are removed to that. In that way there is an enormous loss. It is believed that the work done by the Railway Construction Department—there is not fair value obtained from the employees for that work. For instance, there is the siding I had constructed by the Railway Department on my own property. I got an estimate from the Railway Department. Incidentally they made me sign an extremely one-sided agreement under which they could tear it up at any time at my expense. My solicitor told me I would have to accept it if I wanted the work done. The estimate was for a certain sum, with the proviso if I constructed the earth works it would be reduced by £150. I accepted that and got in touch with a contractor. I asked him what he would do the earth work for, assuming that it was a certain measurement. He said £50. I found afterwards the plans they had given me did not show there was a down-grade. It was a dead-end siding. Consequently we had over-estimated the amount. When we came to do it we found we did it for under £25, and they estimated it would cost £150. That is a small example of what their estimates are. If they estimate the earth works cost six times what it does, possibly the estimate of the rest of work is six times the cost also.

2238. In the first instance, on our arrival here, we called for all the minutes of the various conferences held by the

railway officials for twelve months. We found on the engineering construction side very considerable evidence of the waste which had been going on, apparently for a series of years, in the construction of lines, brought about more particularly by what you say in the shape of not being able to find the money or the men being transferred to another job. It meant perhaps double the cost. That is not a reflection on the railway officials—it is a reflection on the system of finance. That is a matter to which we have given a great deal of attention. In regard to the actual estimates and the actual costs following on the estimates we have had some evidence from the Engineering Branch, and we will follow it up again. Apparently they are satisfied that day labour is the best plan?—I do not agree with that.

2239. It is a question of supervision more than anything else?—Yes.

2240. Sir VINCENT RAVEN: Do you suggest that this new construction work should be let out on contract?—I do. You then have a time limit, and the Government would be obliged to find the money.

2241. And there would be a check on the Government's estimates?—Yes.

2242. If the contractor could do the work cheaper than the Government it should be let out on contract?—Yes.

2243. They have to find the money and carry it through once they start?—That is an advantage to the country. It would be an advantage even if a contract cost a little more than the present system. For instance, the Dubbo-Werris Creek railway might have been built within two years, and it would then have cost less than in the long run what it did, even if the initial cost had been a little more, because all that money had been lying idle all those years.

2244. Sir SAM FAY: It would mean in times of financial stress these works would not be commenced, which would be an advantage?—Yes.

2245. Sir VINCENT RAVEN: You consider that when works are commenced they should be completed quickly?—They should be carried through with the quickest possible despatch.

2246. Sir SAM FAY: Take No. 8, that the present Railway Appeal Board be reconstituted?—It appears from the constitution of that board that it is possible they may not always give an impartial verdict. I produced a question with regard to that which I asked in the Upper House.



2247. We have been struck by the number of disciplinary cases which have come before the Commissioners which are noted in the conference minutes. The number appealed against and varied by the board does not appear to be very great in comparison with the total. There are more cases than we have been used to?—I would be very sorry to be at the head of a service in which the discipline was subject to an appeal board of that nature. It tends to undermine the discipline of the service.

2248. As a matter of fact, the decision of the Chief Commissioner cannot be appealed against?—I think that is true. I do not think he often exercises it.

2249. He feels he would be going against public policy as expressed by the Act?—Yes.

2250. Therefore any disciplinary measure taken is taken by the officer in charge of the department?—Yes.

2251. You think that some alteration should be made in that appeal board?—It should be done, or its personnel altered so as to give the Commissioner a larger say in it.

2252. Sir VINCENT RAVEN: Is it composed of men who have had experience in labour troubles and government of men?—I could not say. The outside member is a stipendiary magistrate. He is there in a judicial capacity. The other members are both employees in the service.

2253. It is difficult to manage a large undertaking like a railway company if the authority to deal with your men is taken out of your hands?—Naturally.

2254. Sir SAM FAY: Then there is No. 9?—A great advance has been made. A considerable increase in speed in stock trains has been given. We still think it might be increased, and that some of the delays at various places might be decreased. Certainly we think they should be given precedence over all other goods trains.

2254A. The stock trains you refer to are stock trains to the market here?—To a great extent. Stock trains moving starving stock are just as important.

2255. Then with regard to the supply?—Supply is a very serious thing in drought time. We often have to wait six weeks to two months for trucks to move our starving stock. That puts you in a difficult position. The preliminary process to moving your sheep is to lease portion of a property. You are obliged to take it from the day of inspection. The lessor will not wait two months to lease it to you. In spite of that you may have to wait two months for your trucks. In the meantime perhaps rain has fallen, and you do not need the country, or half the sheep may be dead. The long delay experienced in waiting for trucks causes enormous losses.

2256. It is admitted by the Commissioners they are short?—Yes.

2257. We have been considering what would be the best thing to recommend. We have put it to them that it might be better to construct goods trucks which would be available for removal of stock and other general purposes. The evidence we have is rather against that. They would prefer sheep trucks, which means if you have an adequate number to deal with times of drought for perhaps nine months of the year those trucks would be idle. Have you any views to offer as to whether it would be possible to have a dual truck?—I have used ordinary D trucks in the transit of sheep. I do not like them. That is an open truck without a top on it. Sheep travel fairly well in them. The floors get very slippery, and the sheep get down. I am against them for the long journey. The only losses of sheep I have had have been from travelling in them and getting drenched with rain.

2258. If a temporary top could be put on?—It would be much better than at present, provided ventilation could be effected.

2259. Or a truck with a permanent top and a movable top floor?—Yes. It is certainly a thing well worth investigation.

2260. At present there are sufficient open trucks, but insufficient cattle and sheep trucks?—Yes, insufficient cattle

and sheep trucks, and often a shortage of open trucks as well.

2261. Sir VINCENT RAVEN: Has a combination truck ever been proposed?—Not to my knowledge.

2262. It has not been proposed and objected to by the graziers?—No. We have a lot of evidence from the agents which I will hand in with regard to delay. Before leaving the question of trucks, I would like to say about the construction of sheep vans. An enormous waste of money has been incurred through faulty construction of them. The first truck used had solid top floor and bottom grated. That used to get dirty and the sheep get down. The design was altered. For the top floor they instituted a grating. They made a roof below that with a space of several inches for the lower deck. It was a curved roof. They made all the roofs of tongued and grooved boards. It should have been obvious that if the space was not kept clean there would be a good deal of rotting dung between the two spaces, and the moisture and heat would quickly destroy the roof. That happened. The boards buckled and they leaked like sieves. Only the other day I asked for sound trucks. They supplied me with one with a leaking roof. I think someone is to blame for not foreseeing that. They have altered it now. They are still using the same grooved timber, but they are putting a galvanised-iron sheet underneath, and a layer of bitumen between the two. They have had to tear all those roofs out and replace them, which is a great expense.

2263. Did that go on for any length of time?—I do not think they found it out till I drew attention to it. They did not start to alter it till I discovered it for them.

2264. That is recently?—Three or four years ago.

2265. These trucks for a special purpose—is a design submitted to the graziers?—Lately it has been—the new truck. We were asked to see it. They used not to do that, but in the last year or so they have been doing it.

2266. You realise the importance from the economy point of view of reducing the different types of truck as much as possible; is there one truck you could agree to?—So far as the general design is concerned, I am not talking of the roofs. We are satisfied with the latest type.

2267. You would be satisfied in future if they submitted a design for your approval?—Yes. We want them all of one type. If you are trucking twenty trucks of sheep and you have to bring your sheep 20 or 30 miles under the present circumstances you do not know within 200 sheep how many to take. There are two trucks, the large and the small. The large trucks hold ten more than the small ones.

2268. Would you prefer the larger truck?—Yes.

2269. I suppose there are no other trucks you would like to refer to besides those carrying sheep?—No.

2270. Sir SAM FAY: You would like to refer to the carriage of fodder for the use of live-stock?—Yes. During drought periods one can get fodder carried at a reduced rate. We have recently asked the Commissioner, why not move that fodder to those of us who are provident and move it in good times, if we sign a declaration it is to be stored on the property for sheep fodder only; why not move it in times of plenty instead of waiting till times of drought? One of the difficulties in times of drought is that you cannot get trucks for your fodder. I have several letters as to that I will hand in. The manager of the New Zealand Land Company tells me that they grow a lot of fodder themselves on one property. When they try to move it to their other property in drought time they cannot do it on account of the shortage of ordinary trucks. It would be no loss to the railway if they will carry this fodder at a reduced rate in times of plenty. It would be an advantage to them; because they may have a certain number of trucks idle then.

2271. We have seen ricks of lucerne at various places; that is what you refer to?—Principally, yes.

2272. Would the conveyance of fodder as a rule be at the same time as the movement of wheat?—It is hard to



Witnesses—N. W. Kater and H. V. C. Thorby, 1 August, 1924.

say. We are prepared to buy fodder at any time at a moderate cost. The movement of wheat is November to March. I should say we would wish to move the fodder at any time during the year.

2273. I was wondering whether it would suit your purpose if this took place at particular times when they were not pressed for trucks?—To a certain extent. It would be subject to this disadvantage: if it were known that the Commissioners were going to move the fodder only during those times the agents and sellers of fodder would hold up their produce till those months, and perhaps we would have to pay more.

2274. Sir VINCENT RAVEN: Your point is that it should be moved at a definite time, when there are plenty of trucks at the lower rate, which they charge in drough times?—Yes, provided they are guarded by statutory declarations that it is to be stored on a property and not for sale and to be used for fodder for sheep. It would be an advantage to both parties.

2275. WITNESS: There is the question of cross-country line, No. 5. There is an urgent necessity for cross-country lines. It has been found the Dubbo-Werris Creek was of enormous advantage in moving fodder and sheep. We have always urged, and we urge now that more cross-country connections be made between the various systems. I have some matter relating to that which I will hand in.

2276. Sir SAM FAY: Do you refer more particularly to lines crossing east and west?—Some would be north and south. I give the Dubbo-Werris Creek one as an example, and the Forbes-Stockinbingal.

2277. Sir VINCENT RAVEN: Would they be light railways for the carriage of stock and not passengers?—I am not competent to answer that. In one way light railways are a mistake, because if the country is opened up you may want a permanent heavy railway.

2278. Sir SAM FAY: I suppose the Dubbo-Molong line would be an example of it?—Not to a very great extent, because that really is a loop of the main line.

2279. To avoid the heavy gradients?—Yes. That is a direction the line should have gone in the first instance, and would have gone if our railways had been in private hands. It was a shame the railway was ever pushed on from Orange to Wellington through the wretched country it goes through, when it could have gone via Molong through excellent country.

2280. Having in view the difficulty there has been in raising money for these lines, have you any views in regard to the taxation of lands by a contribution of a small sum per acre per annum for a number of years where it is obvious that the lands are improved in value?—We are so heavily hit now by the Federal land-tax that I would hesitate to answer that. The Federal land-tax is very heavy.

2281. Would the improvement of land value extend to a distance of 20 miles or 10 miles from a new railway?—I would say 20 miles. It used to be considered 16 miles was the limit you could cart wheat to the railway. And from the wheat point of view I would say it would increase the value up to 16 miles.

2282. It would be a very small sum per acre per annum spread over a number of years which would be necessary to meet the capitalisation of the railway?—It might be a sound idea.

2283. We have been looking at the financial difficulties and they are great?—I do not say it is not a sound idea. On the spur of the moment I would rather not express a definite opinion.

2284. It is more a question of policy than anything else probably?—Yes. With regard to railway finance. I think it might be as well to separate the railway system from the State Budget and allow them to raise their own loans.

(Witness retired.)

HAROLD VICTOR CAMPBELL THORBY, M.L.A.,  
President, Farmers' and Settlers' Association of New South Wales, sworn, examined, deposed:—

2285. To Sir SAM FAY: I propose to deal with most of the items. Mr. Kidd will deal with No. 4. I would like to point out under the heading of No. 1, we submit the suggestion that the railway administration in New South Wales has arrived at such a stage when we would like you to consider whether it would be advisable to divide the administration into four sections, the northern system and branches, the western system and branches, the southern system and branches, each of which constitute a separate system, and the metropolitan area, which would constitute another division. I have the reasons tabulated, which I will hand in. Under the present state of affairs the railway administration is becoming unwieldy, more particularly when you recognise that the tram systems of Broken Hill, Newcastle, and Sydney also come under the control of the same organisation. We ask you to consider whether it is advisable to place the railways and tramways under separate control. The railway and tramway systems are growing to such large dimensions and are so widely scattered that the time is at hand when the traffic problems of Sydney alone call for the undivided attention of one having full control and responsibility, to enable that individual to concentrate upon the future development which will be necessary to meet the transport requirements in the near future. That is a view I hold of the separation of the tramway from the railway administration. It will be necessary for the tramway authorities to undertake a motor transport sub-department of the tramway, to keep up with the growing needs of the people of Sydney. That would bring about further complications in our Railway Department if it were left under the one control. It is also pointed out in this statement that Sydney, Newcastle and Broken Hill each have their traffic problems, which are matters to be considered in conjunction with the municipal authorities more than any other section. The municipal authorities are directly concerned with tramway administration; and the producing and industrial organisations are more directly concerned and interested in the administration of the railways. We feel we could get better administration if we had an organisation or an administration which would concentrate upon the railway development itself, and keep more closely in touch with the requirements of the producing and commercial interests, and leave the administration of the tramways and so forth to an independent Board of Control. To do this we suggest the railway system of New South Wales should be divided into four divisions, each division to have a sub-Commissioner with full control and responsibility of his own division. I particularly emphasise the varying conditions. In New South Wales you have the north and the sub-tropical areas, where the conditions are entirely different from the south and the west. Each of our railway systems deals with a distinct type of country, and industries. We cannot stress too much upon the efficiency of our railway administration. We should have a better system, which will encourage the development of the national resources, particularly the primary industries, to the greatest possible extent. If each system or division was placed under the control of a Sub-commissioner, then it would give us decentralisation of administration, cheaper and more efficient control and throw the responsibility more directly on those who would be more closely in touch with the requirements of each division, with a Chief Commissioner to act as general manager of the business. With the opening up of new ports, Coff's Harbour and Clarence River on the North Coast, and Port Kembla on the South Coast, the completion of the North Coast railway and the construction of the line from Moss Vale, which is sanctioned, and at the same time the linking up of the Victorian and Queensland lines increased development will be encouraged, and



will greatly increase the railway work of the State in the near future. With the completion of cross-country connections, a great proportion of the railway traffic will be carried on without coming within the influence of Sydney. That is illustrated by the completion of the Dubbo-Werris Creek line, where, within the first three months, over 111,000 tons of produce went across. That shows the demand was there, waiting for the completion of the cross-country connection. With the exception of these lines, a tremendous amount of the transport between the various districts will go on without coming within 250 miles of Sydney. The completion of the City railway also tends to overload the central control, and the outlying interests are liable to be overlooked. I would like you to give full consideration to that. With the completion of the underground city railway and the electrification of the metropolitan railways, and with concentration of the administration in the city of Sydney, our contention is that that liability exists—the overlooking of the interests of the outlying districts. More sympathetic consideration is given to the requirements of that particular area which comes more particularly under the notice of the controlling officers than those portions far removed from headquarters.

2286. To Sir VINCENT RAVEN: I have dealt with No. 1 and No. 2 combined. Reading from my statement, I strongly urge that if sub-Commissioners were decided upon then that they should meet in conference at least twice a year with representatives of the various industries and interests to discuss all matters of importance to the respective industries and the railways, that it would be possible to have the various organisations working more in co-operation than at present. The producers' organisation has always been anxious to meet the Railway authorities and where possible offer suggestions which may help them. The Railway Commissioners can offer suggestions which will assist us to co-operate in the trucking of our products. I contend that it would have the effect of creating a spirit of competition between the different divisions and give greater scope to ambition than at present and individual initiative. It would establish a headquarters staff right in the centre of the division under their control; it would prevent overloading of any individual and eliminate delays and congestion. The Chief Commissioner and his central staff would still be the supreme authority on matters of policy. My opinion is that to spread one working organisation over the entire railway system of New South Wales gives heads of departments too wide a field of operation, for anything like careful attention to details, and makes necessary their dependence upon subordinates who are far removed from their immediate oversight, while the idea of separate and distinct units of management on the other hand confines heads of department to smaller fields and makes them directly responsible to a local head or sub-Commissioner who has general charge of the service within his division. It is essential in such a large organisation as our railways that the responsible head be relieved of detail; or much of his time would be taken up with minor matters and travelling over the extensive lines of the State. Or the greater part of his time and attention may be given to one division, particularly that which comes most directly under his notice and attention to the detriment of that which is farthest from his observation or control. That is what we fear is going on at the present time. Those portions of our railway furthest removed from the headquarters are most neglected. We contend if we can get a system of control different to our District Superintendents it will improve the administration. That would improve the whole working conditions of the railways. To prevent this, I contend that subdivision is essential with the responsibility carefully apportioned and placed under thoroughly competent men, who would obviate the necessity of referring anything but the most important questions of policy to the Chief, working out all their own divisional problems in accordance with instructions laid down by general policy. All divisions to be worked in

close co-operation with each other yet retain its distinct management. The trouble is, no matter how small or unimportant a matter may be at the present time, practically everything has to come through headquarters, and all their replies come to head-quarters before any little alteration or any small country work can be undertaken or any repairs effected. That causes delay. Our ambition is to overcome that and bring the controlling authorities more closely in touch with the producers and the country people who use those lines and pay the bulk of the freight.

2287. Sir SAM FAY: Have you done with the suggestion there should be decentralisation of control?—I was not referring to the financing of the railways at this juncture.

2288. Do you attach any importance to four divisions as against three?—No.

2289. Would it not be sufficient if decentralisation took the form of a northern division under an efficient commissioner stationed, say, at Newcastle, another for the western, and another for the southern, the southern man being assisted. Do you see any objection to the southern man at Sydney?—No. That would meet with our views. We merely refer to the three country divisions and the metropolitan divisions, because the three systems are so distinct. The southern man probably could control the metropolitan division.

2290. If you have another division for the suburbs of Sydney and Sydney, you would not then have the traffic from, say, the south in one hand. You would have it in two hands. You would be taking it from the jurisdiction of your southern superintendent and handing it over to your metropolitan superintendent. Would that not be some disadvantage?—Whoever was commissioner of the metropolitan area would be chief commissioner, and he would be supervising the receiving and despatching from his assistant commissioners, north, south, and west. The chief commissioner would have the central organisation, which would have control over that. Those are merely suggestions to give us something better than we have at the present.

2291. Your idea of the duties of the area commissioners would be operation and commercial?—Yes.

2292. Having under them assistant engineers under the chief engineer?—Yes.

2293. And likewise the mechanical side under the Chief Mechanical Engineer?—Yes.

2294. Is not your view there should be a complete organisation from an engineering point of view in each district?—No, I suggest the same subdivision should take place as far as the engineering is concerned. That should be separated as far as practicable, and, as far as possible from the sub-commissioners' control, and throw more responsibility on the Chief Mechanical Engineer than what is thrown on him at present. He has practically no power as far as the staff is concerned at present. If he is to get the best out of his organisation he should have more power and have absolute control of the Engineering Department, and be responsible for the out-turn therefrom, machinery, locomotives, and repairs. Is it not advisable new construction should be kept as distinct as possible from repair work?—I have a statement from the senior engineers in the Eveleigh works, where they complain of the fact that new work was brought in and congesting the work to such an extent that the repair work could not be carried out.

2295. Sir VINCENT RAVEN: Is the Chief Mechanical Engineer not entirely responsible to the Chief Commissioner for everything which goes on in the department?—He is responsible to the Chief Commissioner. He has not complete control over that department, not even over the staff.

2296. If he has responsibility as the head to the Chief Commissioner, and the Chief Commissioner alone, can he not do exactly as he desires in his own department?—I think you will find that he has no administrative authority except everything which is authorised by the Commissioners.



Witness—H. V. C. Thorby, 1 August, 1924.

2297. In his own department he has complete authority?—On the evidence I have everything has to be referred back to the Commissioners. He is the designing engineer, but not the administrator, so far as the works are concerned.

2298. Is your opinion that he has not complete control over his men and over the works?—Yes. That is what I have gathered from interviews from Mr. Lucy and documents I have perused.

2299. That the Chief Commissioner interferes in his detail department work?—It is practically controlled from the Commissioner's office, not the Chief Mechanical Engineer's office.

2300. The control of his workshop or as to what he should build?—As to what he should build, and the discharge or employment of men. That does not go through the Chief Mechanical Engineer. He has very little to say in connection with his work. If they do not give satisfaction he reports the matter.

2301. He deals with the punishment of his men?—It does not appear so in referring to various Royal Commissions.

2302. No doubt he would have to submit to the Chief Commissioner the money which he expects to expend in the shops, and the class of new engines and rolling stock which he is going to build. Outside that do you say he has not complete control?—I say that he has not complete control of the engineering department.

2303. Can you give us any reason why you say that. My information is entirely opposite?—I produce the evidence before the Select Committee of inquiry into the case of Mr. Dingle, dated 19th December, 1923.

Can you remember the report?—Not in detail. Did you speak to the Chief Commissioner about the report?—Yes. Everything in that nature was referred back to the Chief Commissioner.

2304. It is obvious that Mr. Lucy is under the Chief Commissioner?—Yes.

2305. And it is obvious the Chief Commissioner can give him instructions if he desires. He has not complete control of his own department and everything which goes on in his own department, you say. I should like to hear about that. That does not show he has not complete control over his own department. With regard to Mr. Brain, the Electrical Engineer, would you say the same?—He has more control than Mr. Lucy has in the Railway Department. When the 1917 strike took place Mr. Fraser, as far as the railway was concerned, practically dealt with the matter himself, as I can show from the speeches he gave at Eveleigh Works. In the tramways works Mr. Brain took more of a direct hand.

2306. Sir SAM FAY: There is a good deal of evidence in connection with that inquiry on the general administration of the railways?—Yes.

2307. Going back to the question of the division of the tramway system from the railways, what particular advantage do you think would be gained. There are obvious disadvantages. There are certain manufactured articles which are common to both?—Our contention is under a costing system that would not make any difference. They would be charged up to whichever department they were supplied.

2308. You mean that the railway shops supply the separate organisation, such as the tramways?—Yes. If the Chief Commissioner still maintains control of all those organisations there would be no objection to it so long as each organisation was placed on its own merits, and we had detailed reports in connection with the finance and manufacture of those various organisations. I feel there is a certain amount of confusion in connection with the costings of the various departments. Reports submitted to Parliament in answer to questions are not explicit or satisfactory, and in many cases are not correct.

2309. Sir VINCENT RAVEN: Do you suggest the tramways and railways are not separate in the same way as you propose?—They are partly separate. The tramways are under Mr. Doran, and the Railway Mechanical Department under Mr. Lucy, the Electrical Department under

Mr. Brain. If they are more completely separated both as regards finance and everything else, they would be more satisfactory. The surplus revenue from the Tramway Department is paid into the general balance-sheet of the Railway and Tramway Commissioners, and it is a set-off against any loss in the Railway Department, and vice versa. The Tramway Department this year will probably show a loss.

2310. Sir SAM FAY: Is there any disadvantage in that?—The trouble is, the people who use the tramways have a greater influence on the administration, for whatever cause it may be, than the people vitally concerned in the railway administration. If we could get the railway administration more closely in touch with the country interests and the industries they serve we would probably get more sympathetic consideration.

2311. Sir VINCENT RAVEN: The point you were speaking of, to begin with, was the question of entirely separating the two accounts?—Yes.

2312. All the accounts which were debitable to the tramways are debited to the tramway, and to the railways also. There is a separate balance-sheet, which is shown in the Commissioners' report. That is done to-day. As to how you shall deal with the final result is another matter.

2313. Sir SAM FAY: I should say so too. I do not see where you gain anything from a financial point of view or working point of view from dividing it?—In the near future it is contemplated that, through the entry of the motor buses, complications are going to arise between the private buses and the tramways. Suggestions have been put forward that the tramways should be taken out of the main streets. The underground railway is going to bring about an alteration. They are factors which should be dealt with more closely between the municipal authorities and the controlling body of the tramways. Every other capital city of the Commonwealth, except in Western Australia, has separate Tramway Boards, running independently of the Railway Commissioners. They borrow their money and administer their own affairs.

2314. Whether it be tramways or motors on the road, it is all a question of transport?—Yes.

2315. The principles of transport do not vary very much, if at all. Whatever the method may be of conveying people from place to place, the principles remain constant. If you look anywhere in the world you will find big organisations running not only railways, but steamships and all sorts of things successfully. That applies in America, where all sorts of methods of transportation are under one hat, and to advantage. We have some evidence from Sir Mark Sheldon in connection with it. We have not been pointed out what real advantage there would be in dividing the two, assuming that the real operating officer of the tramways was more or less independent, that he would have nothing else to do but look after the tramways under the authority of the Railway Commissioner. We should like you, if you could, to give us some indication of any real advantage there would be in separating them?—You realise that at the present time political influence has a great deal to do with tramways and railways administration. All the money voted to the railways or tramways is voted through Parliament, and the same Public Works Committee, which investigates new tramway lines, is the same Public Works Committee which investigates railway proposals. Money is voted for certain works to be carried out, and then political influence causes that money to be diverted from a railway to a tramway, and vice versa. Works which have been sanctioned are hung up. Employment is found for large numbers of men through political pressure. Under one Administration it is placed, to my mind, in a difficult position when they have the handling of the one lot of funds, and political pressure induces them to divert those funds and shift the men.

2316. Do you think that would be altered under any system of division? Could not Parliament do what it liked with either one or the other?—Undoubtedly they do,



2317. Sir VINCENT RAVEN: Under your proposal to have these divisional areas, with a Commissioner over each, such Commissioner would be over the tramways and railways as well, I take it?—I am not sticking for that point. The suggestion we make is, would it not be advisable to have these subdivisions and have a distinct Tramway Commissioner, and, if you thought it advisable that the Chief Railway Commissioner should be supreme, well and good.

2318. What I wanted to know was whether these area Commissioners would be over the railways and the tramways as well, under your proposal?—No, that is not my idea; my idea is a separate tramway Commissioner—a Sub-commissioner.

2319. I refer to your first point, that the State should be divided into different areas, so that each area might receive a very special consideration?—There are no tramways in other areas.

2320. There is Newcastle, and at some future time I gather that the tramway systems will be extended?—No doubt.

2321. And to that extent, the Commissioner who had that particular area would have both tramways and railways under him?—That was not my idea. In Victoria, in such places as Bendigo and Ballarat, they have their separate Tramway Board and separate tramways, and when they feel competent to start a tramway, they do so, and that is their liability.

2322. And you suggest there should be separate Tramway Commissioners as well?—Yes, that is my view, but if you thought after consideration that a Chief Commissioner over the whole would be a better policy, we would not find fault with that.

2323. In the meantime, all that we want to know is, what your suggestions are?—That is the suggestion we put forward, namely, that the tramways should be separated from the railways, and that the railways be divided into three or four sections, each under the control of a Sub-commissioner, the Chief Commissioner controlling the whole lot.

2324. Sir SAM FAY: We have to look at it, more particularly for the purposes of our report, from the point of view of economical working. It does not appear to us, from the evidence so far before us, that any division of tramways from railways would lead to economy—rather the contrary?—That is not our view; still, we are not experts, and merely put these suggestions forward for your consideration.

2325. Sir VINCENT RAVEN: All the questions of finance are separated to-day?—Yes. Of course, I have seen the Eveleigh Works congested with railway work that was very badly needed in the country districts in the way of repairs. I have seen that hung up on account of work going on on the Newcastle steam traction boilers. I admit that all that would be a charge to the tramways.

2326. Sir SAM FAY: What is the next point you deal with?—The next is that, in the case of developmental lines which are not yet paying, the Railway Department should be credited with some of the benefit which the Lands Department is at present absorbing on account of the increased rentals which are being received from the Crown lands as the result of the railway lines passing through them. The idea which the Farmers and Settlers' Association has held for years is that the Railway Department should not be held responsible for losses incurred on developmental railways. Lines are sanctioned by Parliament and constructed, for developmental purposes, to open up the country. They are then handed over to the Railway Department and are referred to as non-paying lines, and they have a tendency to increase the freights and fares on all other sections of the railways, that being the natural ultimate result. Our contention is that the consolidated revenue should stand the loss on developmental lines, in the national interest.

2327. Entirely through the Lands Department, do you mean?—No, not through the Lands Department. Our contention is that it should come from consolidated revenue.

The Lands Department controls both the Lands and Forestry Departments, and they are the two departments which most benefit from the construction of a railway line—*e.g.*, in the case of the Dorrigo line, the Forestry Department are reaping a rich harvest from the various areas surrounding the Dorrigo line, but the Railway Department should get some credit for having to run that railway probably at a loss.

2328. In arriving at the actual loss on any railway, would you give any credit to that new railway from traffic brought upon the main line?—Yes, I would, but I do not think, from the discussions I have had with the Secretary for Railways, that the present revenue returns on a certain branch line gives that line full credit for the traffic which it brings to the line or attracts over the main line from the capital.

2329. Our evidence is, so far, that no credit is given at the present time?—No, but my view is that there should be credit given to that line. Another point in connection with that is this, that the Railway Commissioners adopt the practice when they take over a light line, say, of 60 lb. or 70 lb. rails, that they gradually convert that line if necessary, into 80 lb. or 90 lb. rails, and charge that to repairs or betterment; still, it means that the revenue of the railway is being taxed or that the users of the railway are being taxed to convert a light line into a heavy line, whereas that should be provided for out of the capital cost originally.

2330. Does that mean that you suggest that no light lines should be built?—Well, I do not approve of light lines except in very exceptional cases. We have a glaring instance of the failure of light lines in the Dubbo-Werris Creek line. It has only been opened six months, and it is now generally admitted that the rails on that line will have to be converted from 70 to 80 or 90 lb. rails. During the wet season last Christmas they ran heavy engines across that line, and they bent the rails down and destroyed the formation. Consequently, they had to take those heavy engines off and put the lightest (A class) engines on that line, to take small loads across. That meant a good deal of delay. At the same time, the heavy engines are not able to put up the speed on the light lines that they would be capable of if they were running on heavy rails. The result of this is that the line is not so advantageous to the district which it serves as it should be.

2331. Do you think it was entirely a question of the rail—not of the sleeper?—I think it was the rail rather than the sleeper; at any rate, that was the general opinion of the railwaymen who are operating around there. I think it is a 60 lb. rail there.

2332. To Sir VINCENT RAVEN: I think they are all new rails there, not second-hand.

2333. Sir SAM FAY: You left No. 3 out, did you not?—Yes. Under that heading, No. 3, *i.e.*, "Whether it is advisable or otherwise that the engineering construction and repair department should be placed under a separate department under a costing system"—I did not deal with that specifically because we really got on to it when discussing No. 1 and No. 2; and I do not know that there is much more that I could add to that.

2334. I do not quite follow what it is that you are suggesting. The engineering construction is a separate department now. You are referring to construction of new lines, are you?—No, to the construction of new engines—the building of new rolling-stock. This is entirely on the chief mechanical side. The construction of new rolling-stock and repair work are both carried out together at the present time under the Chief Mechanical Engineer, and the suggestion is that would it not be advisable that repair work should be kept separate from the construction of new engines and rolling-stock.

2335. Sir VINCENT RAVEN: Do you suggest that the building of a new engine is something quite different from the reconstruction or repair of an old engine?—It is



Witness—H. V. C. Thorby, 1 August, 1924.

when you are in such a confined space, as is the case in the Eveleigh workshops. With the space that was available previously for the repair of the running engines as they came in, the result was that the repair section was deprived of the space which was properly required. Provision is now being made for new sheds at Enfield—that is, Ohullora—and the suggestion is that if new work is carried on there, the repair depot should be kept separate as far as possible.

2336. You do not suggest that they should have a shop for building new engines, and another shop for repairing engines, do you?—Yes, that is the suggestion we make.

2337. I do not know whether that proposal comes from an engineer or whether it comes from someone who is not conversant with the practices, but the fact is that most of the work for new engines is done by machines—it is done in the forge and in the smith's shop, which must be common shops and common machines for dealing with the repair work as well as the new work, and therefore if you are going to separate the two you will have an immense duplication of machinery for dealing with it. The actual space required for erecting an engine or doing new work is very small indeed; therefore it would be most uneconomical to separate the repairing work from the new work. In any railway that I have known or been connected with, the new work and the repair work have always been dealt with together, as being the most economical way of doing it.

2338. Sir SAM FAY: Have you any more to say on that subject?—No, but I will leave with you the report of the engineers working in that department.

2339. Sir VINCENT RAVEN: I quite agree with them if they say that the amount of repairs which have to be dealt with at present are so great as to fill up the whole space and time of the machines and the working space in the Eveleigh shops—that is another matter altogether.

2340. Sir SAM FAY: Are you dealing with No. 5?—Yes, as to the desirability of constructing additional cross-country lines. We bring that under your notice—

2341. That does not come within our terms of reference?—No, but we bring it under your notice because under the present conditions the Railway Commissioners are compelled to haul a tremendous amount of stock and forage and general merchandise over excessively long distances because certain lines are not linked up with cross-country sections. Previously to the construction of the Dubbo-Werris Creek line, it was necessary, when transferring fodder or stock from Dubbo to Werris Creek, to bring it all through Strathfield, and in doing that they had to haul it 527 miles; whereas by the construction of this short length of line they now only haul it 182 miles. The result of that is that owing to the shorter distance of haulage the consignee reaps the benefit of 9s. 6d. a ton on chaff alone—to take an illustration; also the Railway Commissioners are getting 1d. per ton per mile for the haulage as against ½d. per ton on the long distance route. In acceding to this suggestion that we put forward, of making certain connecting links between main lines, it will obviate a lot of haulage and increase the rolling-stock available by releasing it quicker, and enabling the engines to do more work. It would overcome the shortage of trucks to a great extent during drought time, and eliminate the long haulage and the grades. In this connection we strongly suggest—if it is competent for you to consider it—that the northern tablelands should be connected with the coast at some suitable point—somewhere in the direction of Inverell and Guyra. Of course, Guyra-Dorrigo is the proposal that is most easily negotiated.

2342. Sir VINCENT RAVEN: It is very hilly country over that area; I have been over it and I know.

2343. Sir SAM FAY: We are going to Newcastle. I suppose the authorities there will be able to give us some information as to that?—Yes, the Newcastle people will point out the desirability of a connecting link almost due west from Newcastle to Dubbo, linking up through Gulgong and Maryvale.

2344. As to No. 6, regarding the number of employees in the railway and tramway service?—I am not responsible for that being there, and I do not know much about it.

2345. Then, Nos. 7, 8, 9, 10, and 11 have been dealt with. Do you wish to refer to those?—There are one or two things I would like to add to Dr. Kater's remarks. I have some papers which I will leave with you, showing that the methods of the Railway Department in constructing sidings, &c., is against the encouragement of private sidings, and the cost seems to be excessive. With regard to No. 8—that the present Railway Appeals Board be reconstituted, in the interests of justice and discipline. I should like to emphasise that it is essential that we should have a Railway Appeals Board. I have no great fault to find with the operations of the present board, though I understand a large proportion of the punishments that were administered by the authorities have been reversed by the Appeals Board.

2346. Is that a fact?—Yes, that is correct.

2347. Do you refer to the total punishments, or to the number brought before the Appeals Board?—The total punishments that were administered by the department, and the reversals by the Appeals Board, resulting in exoneration and reinstatement of the appellant. I am referring to the punishments appealed against; not those that were not appealed against.

2348. The evidence which we have at present is that comparatively few of the punishments inflicted are appealed against?—Not a great number are appealed against, but a fair proportion are reversed of those that are appealed against. By way of illustration, there is a tendency in some quarters to suggest that the Appeals Board should be reconstituted, and in others that it should be abolished. The Appeals Board is the only safeguard to many of the men against senior officers who apparently set themselves out to victimise their subordinates. As an illustration, I will take the case of a station-master at Glenbrook, who after an accident between Glenbrook and Emu Plains was disgraced to the position of relieving night officer. An appeal to the board caused him to be exonerated and reinstated, because the departmental inquiry had not given him an opportunity to state his case fully, and to show that it was not his fault at all. Another case is that of a young railway officer in the north who was instructed to go to a station in the south. His wife at the time was within a week or two of being confined and was under medical treatment. He asked for time, which was absolutely refused, and he was told to take up his duties within three or four days. He made a further appeal to the department and produced a medical certificate from the doctor attending his wife. Eventually, however, he carried out his instructions from the department. His wife became ill and was taken to Sydney Hospital; the child was lost, and his wife almost lost her life. After the affair was over, this man sent the account for the medical fees to the department. They immediately dismissed him from the service for endeavouring to obtain money which he was not entitled to. He appealed to the Board and was reinstated by them, and they recommended that he should receive full pay for the time—it was a fortnight—during which he was off duty, and that he should be compensated for the medical expenses he had been put to. I mention those two cases as instances of the necessity for the protective influence of an Appeals Board.

2349. The effect of the Appeals Board is this, is it not, that it takes out of the hands of the Commissioners the jurisdiction over the men; for this reason, that if the Chief Commissioner gives an opinion, there is no appeal. Is that so?—I understand that is the law.

2350. Therefore, the Commissioners, acting in the belief that they will be going against public policy, do not deal with the men, but leave it to the senior officers to do so. That is the effect of the Appeals Board, is it not?—Yes, the Chief Commissioner himself does not apparently interfere to any great extent.



2351. Sir VINCENT RAVEN: These men who think they have been unjustly treated by the departmental officers do not appeal to the Chief Commissioner, but to the Appeals Board, because they think the Commissioner would uphold the decision of his officers?—In the cases I have quoted, it is the general opinion of the railway employees that they get a much better deal from the Appeals Board, and they are very much afraid that the Commissioner, in case of an appeal to him, would uphold the decision of his officers; and, if he did, the men could not appeal.

2352. Sir SAM FAY: Therefore, the Commissioners are eliminated altogether, in effect, from any jurisdiction over the men?—Yes, they are relieved.

2353. They could say, "We will deal with the men," and in that case there could be no appeal as we understand it; do you agree that that is the case?—Yes, that is the operation of the Appeals Board. Still, I do not think it advisable to eliminate the Appeals Boards, although some slight reconstitution might be deemed advisable.

2354. The next matter is No. 9, dealing with the suggestion that faster transit be arranged for stock trains and unnecessary delays eliminated?—At present on a great number of our branch lines, the practice is to collect stock twice a week—they have two trucking days. If it could be arranged that one trucking day would meet the requirements of the stock-owners and the department, it would be possible to collect the stock in most cases with a special stock train which would carry nothing but stock; whereas at present the bulk of the stock are picked up on mixed trains, and I think you will agree with me that it is a great disadvantage to travel stock long distances on mixed trains, because the trucks are loose coupled on the mixed trains, whereas the stock trucks are tight coupled.

2355. But when they are conveyed from the branch line, are they not collected at the junction of the main line and sent forward in a complete train?—Yes, to a certain extent; still, there are quite a number of mixed trains—particularly, in the case of the small stock-owners who cannot afford to band together like the big graziers and make up a full train between them. I contend that it is possible to arrange a better system of picking the stock up and eliminating the delay in transit. Under present methods, stock are trucked at 4 or 5 o'clock in the afternoon and not shifted sometimes until 3 o'clock next morning, and they lie for six or seven hours at different depots waiting for trains to be made up. It is not the actual speed of the train that is complained of; it is the long waits to which large numbers of stock are subjected at the depot stations.

2356. No. 10 deals with the suggestion that a more adequate supply of trucks be provided for the carriage of live-stock and produce?—Dr. Kater emphasised the necessity of giving the stock-owners an opportunity of purchasing their fodder at any time of the year, and give them the same starving stock rates as are given during the drought periods. The disadvantage of doing it during the drought period is that then the railway is congested through shifting starving stock and the opportunity is lost then for getting a lot of the fodder that could previously have been bought up at reasonable rates, because during drought time fodder is naturally much dearer. If this practice were adopted, it would be an inducement to many of the lucerne and hay growers to grow more than they do at the present time, knowing that there would be a ready market for their produce to the graziers, who would be glad to buy the produce and put it by as fodder reserve in anticipation of drought. The adoption of this practice we feel would be to the mutual advantage of the stockowner, the producer, and the Railway Department.

2357. Do you think that a sworn declaration would be a sufficient protection to the Railway Commissioners?—Yes, there are only isolated instances where deception has been attempted on the part of dealers in the past. On that question, you asked Dr. Kater whether it was possible to have a dual truck which would be convertible

from a closed van into a sheep van. In that connection, I may say that I designed a truck for that very purpose, about eight years ago, which I submitted to the Railway Department, but they did not consider it suitable. The idea was that the centre floor would be movable and you could convert it and roll it up like that (*illustrating*) and pass it back to each end of the truck, converting it into a cattle truck or into a van for carrying hardware or general merchandise.

2358. Sir VINCENT RAVEN: Did they give you any reason for not accepting the design?—The principal reason given was that the manure would get all over the two rollers and would probably cause a clogging; but as I pointed out, you would only require it during drought periods, and it would be easily workable. They did not give them a trial. I have the designs if you would care to peruse them.

2359. Sir VINCENT RAVEN: I do not think that is necessary.

2360. WITNESS: Another matter I want to bring under notice is that a large number of steel trucks were turned out with almost solid steel floors. They are a great disadvantage during the wet weather in the case of wheat or chaff or anything like that lying on the floor of the truck—the lower layer becomes rotten or damaged, whereas a wooden floor is much better for general produce, though requiring a little more repair. They are not building those now, but there are a large number of them in use.

2361. Sir SAM FAY: No. 11 we dealt with. No. 12 is as to the standardisation of rolling-stock?—I have quite a lot of matter here that I would like to submit to you about that, but perhaps I could leave that until a later hour, and deal at present with some shorter subject.

2362. Then will you take No. 13?—Yes, that is in connection with motor trains. Some years ago a motor train was built on the Grafton-Lismore line. It was a Moreland motor-lorry converted into a motor train. It has given very satisfactory results to the travelling public, and has been very profitable to the department. We strongly advocate the construction of more motor trains for the branch lines in the outlying districts, where the country is level. The Commissioners built the No. 2 motor train, it being a suburban car converted into a motor train. Our contention is that experiments which have taken place with such a system have not been satisfactory; but they are now building lighter motor trains with modern engines. The trouble has been that the country people are not getting the facilities that they are entitled to, with the result that traffic is being driven off the railway lines instead of being attracted on to them, and we consider it would be advantageous for the department to buy motor trains, which have been so successful in South Australia, and thus give the country people a fast and efficient service straight away. By doing that a tremendous amount of traffic would be attracted on to the railways instead of being diverted from them as at present. As an instance, take the Dubbo-Merrygoen section, where a train runs only three days a week. That means that to come to town to do business a man would have to be away from home four days. The majority of the people drive into town, or do not come in at all. In that particular instance the distance is about 20 or 30 miles. Taking Elong as an illustration; there are three trains a week, and if you come into Dubbo on the afternoon train on the Tuesday, it gets in too late to do business—the banks are closed and you cannot leave the next morning. On Thursday the train is coming in again, and you cannot go back until Friday. You can see that that class of service does not attract the passenger traffic. That state of affairs applies to practically all the branch lines in the State—i.e., the service is only a two or three days a week service, with the result that passengers very rarely travel on the line. Commercial travellers, in order to do their work, hire a car between three or four of them, and thus do it more expeditiously than they could hope to do by travelling in the train.



*Witness*—H. V. C. Thorby, 1 August, 1924.

2363. Would it satisfy the people of those districts if a train were run so that business could be done in the next town, enabling the business people to get back to their homes that night?—Yes, I think that would satisfy the district, but you could hardly fit in with the time-tables on the main lines unless you introduced motor trains, which, of course, can travel quicker. The trains that do run are mixed trains, which travel on an average from 8 to 12 miles an hour.

2364. Then you complain of the time-table connections on the branch lines?—Yes, they are bad in many instances, which is largely owing to the fact that the majority of them are run with mixed trains, and have to connect with the mail trains, and they cannot keep up with the mail trains. In New South Wales nearly all the mail trains leave Sydney between 7 and 10 at night, and arrive in most of the country districts the following morning, where most of the branch lines start; then it is a matter of fitting in the cross-country lines between, say, 6 and 10 in the morning and getting across to the other main line in time to catch the return mail to the city. That can be done in nearly every instance with the motor trains, because they do the trip quickly. I cannot too strongly stress the importance of a motor train service, and I point out that it is in use in other States.

2365. You are not concerned as to whether it is a motor or an engine which does the work, so long as you get a fast train?—Yes, that is so. Still, on that point we have come to the conclusion that the motor train is the only solution of the difficulty, because the other would hardly pay on close lines, the traffic being so light. My idea is that a motor train is much cheaper than a small engine.

2366. Would you like to speak with regard to the provision of dining cars?—No, I do not think that would be of much advantage in New South Wales. Dining cars are very heavy, and would overload most of our mail trains, and I think that if the refreshment-rooms are properly conducted they are quite adequate.

2367. Then No. 16, as to the construction of new carriages for long distance travelling?—The reason for that is that in long distance travelling there is every reason why a corridor car should be put on. One reason is that it is much quicker to enter and leave the corridor car, and they are much simpler for the staff at the platforms—no doors or door handles to watch; also in the country districts where our platforms are mostly short, in many cases passengers have to climb up and down from the rails in box carriages, whereas with the corridor car they can get in the nearest car and traverse the train until they reach the compartment they want. We contend that the corridors are much more convenient and comfortable for long distance travelling; also there is no necessity for a smoker to smoke in a non-smoking compartment, as they can walk in and out of the different cars. Another objectionable feature of the box carriages is the close proximity of the lavatory to the seating accommodation, as there is very often a nasty odour from the lavatory.

2368. Sir VINCENT RAVEN: You have to consider the extra weight involved in the corridor carriage?—Yes, I admit that, but I think the extra comfort supplied to passengers warrants the extra weight.

2369. Your lines have very heavy gradients, you know, so that any extra weight must be a matter of very careful consideration?—Yes, but the majority of places that have the corridor cars are places where they have grades, *e.g.*, on the Southern and Northern lines. At any rate it is the general opinion that the corridor car is favoured by the public.

2370. Sir SAM FAY: You suggest in No. 17 that the Railway Commissioners should be deemed to be common carriers?—Yes, we contend that the Railway Commissioners should accept the responsibility of delivering whatever is placed in their care in good order. We have instances where, for instance, a truck of wheat which was consigned at Gravesend to Alexandria, was missed, and eventually found to have been de-

livered at Narrabri, in the north-west, to a miller. The owners of the wheat would not accept the miller's price, which was about 6d. a bushel less than they would have obtained in Sydney. After a lot of trouble, the Commissioners agreed to pay 3d. per bushel compensation, although they were not bound to do so. There are cases where goods have been lost. In some cases the Railway Commissioners have made the loss good. I have an instance where a truck of chaff was burnt while on a truck within 8 miles of its starting-point, the responsibility for which the Railway Commissioners refused to accept, though it is clear that the fire must have had its origin in a spark from the engine. We contend that the Commissioners should accept the position of common carriers and be responsible for what is placed in their charge.

2371. I do not know what your Common Carriers Act in this country is like, but the English Common Carriers Act does not prevent a good deal of litigation. That Act says that certain things shall happen in certain circumstances, and there is very often a good deal of litigation in deciding what the circumstances are. The Commissioners are at present spending from £11,000 to £12,000 a year in compensation. Well, the acceptance by the Commissioners of responsibility under the Common Carriers Act would not prevent disputes as to liability?—I can show you many cases where the Commissioners, through neglect, have brought about tremendous losses to owners of produce—yet there is no remedy. On one occasion about thirteen or fourteen trucks of chaff were saturated with rain for the want of tarpaulins. It is the Commissioners' responsibility to cover chaff and wool when they are loaded. This chaff was saturated with rain, and had to be dried in the sun, but it was damaged all the same.

2372. I recollect more than one committee, and more than one inquiry during the last ten or twelve years in connection with railway companies' liabilities, and suggestions were made, and sometimes accepted by the companies, that they should be responsible outside the Common Carriers Act, because that Act did not give the protection which the public thought they ought to have. The Common Carriers Act is not going to cure all their troubles in that respect?—We do not specify definitely that the Commissioners should come under the Common Carriers Act, but we submit that as common carriers they should be responsible for all loss or damage to goods while in their care in transit—that is, of course, so long as the goods are received in good order and condition.

2373. You mean, if the Commissioners are wilfully negligent?—We contend that where it is the fault of the Commissioners—as in the case of no tarpaulins—or through their neglect, as when there is a delivery to a wrong destination—or where goods have disappeared, been damaged, or been stolen, that they should be responsible to make good the loss.

2374. Are not they responsible to-day?—No, not unless you send the goods at the insured rate. There are two rates on the railway, namely, the insured and the uninsured. There is very little merchandise consigned at the insured rate, particularly produce and that sort of thing. The insured rate is not a much higher rate than the other. I have discussed this matter with Mr. Fox, one of the Commissioners, and he seems favourable to the striking of a flat rate, which might be a slight increase on the low rate to-day, which would cover their losses for compensation. That would overcome the tremendous amount of quibbling that goes on at present between consignees and the Department. We think it is only just that when a man sends his produce in good condition to the Department, they should see that it is delivered as nearly as possible in the same state at the other end.

2375. I would suggest that you look into your Common Carriers Act here to see how far it would protect you, for, unless it differs materially from the English Common Carriers Act, you would not, perhaps, be much better off



than you are now?—We may not get all that we desire under the Common Carriers Act, but our desire is that the Commissioners should be responsible for losses and damage and that sort of thing. Take such a case as that which happened to a cast-iron bath which was consigned from Sydney, and when it reached its destination it was split at one end; also, in another case, some concrete tubs were damaged; also the same thing happened with lead-lights in crates. That is not fair treatment. We contend that the method of handling goods on the railway is extremely rough.

2376. Sir VINCENT RAVEN: Are they not responsible to-day for breakages?—No, not unless you consign the goods at the insured rate.

2377. Not if it is their own fault?—No—although sometimes they will meet you if they feel it is absolutely through their own neglect or negligence, but it is a very difficult matter to get any compensation from them.

2378. Sir SAM FAY: Here, as far as my observation goes, a great many things are sent about without being packed; they are sent about in a way which in England would result in their being refused acceptance by the railway companies; but here they take such goods, at your risk?—Yes. Of course, if the Commissioners agreed to accept the risk, we agree that they would have the right to stipulate that breakables should be carefully packed in accordance with the Department's regulations. In the case of produce, however, and goods of that kind, where it is not a matter of packing, and where it disappears or where there is a big shortage, or where these goods have been damaged by water and that sort of thing, we contend that the Commissioners should make compensation.

(Luncheon adjournment, 1 to 2.15 p.m.)

2379. Sir SAM FAY: I think we got down to No. 17. Would you like to go back to No. 12?—I would like to submit this report to you to save your time.

2380. What is the report about?—I am just submitting it to you to draw your attention to several matters, under the heading of standardisation. For some considerable time the condition of the engine-tenders in Eveleigh has been the subject of much comment, and I contend that it is in this section of the railways where the most fruitful cause of complaint to the producers of New South Wales is found. I do not need to read it all to you, but I would point out that for a considerable number of years we have had serious difficulties with the Railway Department, both in the supply of trucks—as has been pointed out before—the slowness of trains and cancellation of trains, and all that sort of thing; and in 1919 I approached the Railway Commissioners and went to the Eveleigh works with Mr. Lucy, had a general look round, and I was satisfied that was the seat of all the trouble at that time, with information I had received from different officers of the Railway Department, was in the engineering section of the Railway Department, particularly so far as the engines are concerned. I came to the conclusion that practically all our troubles can be traced back to engineering troubles, and I submit here for your perusal one of the Department's own official lists, which shows clearly that they have over thirty types of engines in the Railway Department at the present time. Those engines have been altered in many cases, with regard to superheaters, and with regard to various classes of oiling apparatus, from grease to oil, and from oil back to grease lubrication. In every direction they have been altered, and even the latest K class engines, designed only recently, two of them were built, and then the design was altered. The NN engines have been altered in many ways. Then, again, there is a new engine being designed now, called NN No. 2. When you come to look at the position you find that there is no such thing as standardisation, as far as I can find out from the officers of the Department—men who are working in the workshops all the time—and it appears to me that that is one of the troubles we are up against—the class of engine we are dependent upon to do the whole of our haulage throughout the State. It is shown right back to 1916;

there are comments there from the locomotive drivers themselves. In 1916 also there was a report by the officers of the Department. Then I give you a good many comments I have put in myself in connection with oil lubrication and the values of various engines. I give quite a list of engines there, which, if it is necessary you can refer to me under those numbers, and call for reports in connection with those particular engines.

2381. Sir VINCENT RAVEN: Of course, you hand this in, but if you had handed it in before you came here one would have had an opportunity of asking questions on it, and of course one does not get that opportunity now?—I would like to explain the reason for that. I was detained in Melbourne for a week on other matters at a conference over there when I intended to complete and hand it in to you.

2382. You see, everybody would agree that limited standardisation was an excellent thing, but if a railway company has got engines which have been in existence for the last sixty years it is quite obvious that you must have an enormous number of different classes of engines, although it may be the policy of the railway company in the future to reduce those down to a definite minimum standard?—That is exactly why I emphasise the point. I am not referring so much to the old engines, but I am referring to the latest designed engines, which are being continually altered in many respects. In addition to that, the NN class of engine is only a new engine, three or four years old, but a new design of engine is coming out. In 1922 it was on the list handed in, and only one of those engines is built to-day, and it is only in the experimental stage. I would like also to refer, for your information, to the alterations that have gone on in connection with the construction of the tender, the draw gears, the alteration of the tyres of the wheels of the whole of the rolling stock, and that sort of thing. The tread of the wheels of the rolling stock of this State was a conical tread—I think that is the correct term—and they were altered by being lathed to cylindrical. That was found to be a failure, and then they were altered back to conical. I will show you that, in a report I have from the Railway Commissioners. They are matters, I feel, which are worthy of your consideration, to see if the engineering affairs of the Railway Department are being administered in the most competent or capable way, and if it is necessary that all these experiments or alterations should be going on continuously, and hanging up a large number of engines, and preventing any conformity in standardisation being established at these works. That is a phase I want to bring under your particular notice. As experts, I feel it is only a matter of bringing your attention to items of this sort, and you will be able to see at a glance if what I say is correct. If it is not correct, then you will be able to discount my evidence.

2383. But the alteration of the tread or the formation of the tyre, both in the flange and the tread, would only take place when the tyres were re-turned up, and therefore there would be no extra cost or unnecessary cost, supposing you were altering the formation of a section of your tyre, because it would only be done when the tyre came to the shops for re-turning?—Yes, but in carrying that out, I am informed that to do that you would have to take off a considerable amount of the steel of the tyre if you lathed back by the ordinary practice to get a conical tread.

2384. It all depends on what alterations have to be made?—Yes. I will just quote briefly here the Commissioners' own remarks when I referred the matter to them. I stated that—

"A great deal of time and material was used in what to me seems to have been an experiment by having engines' tyres turned up to cylindrical tread, and when that was found to be a failure they were turned down to a conical tread again, which meant the lathing off of thousands of mileage per tyre at a time when tyres were very scarce and dear."



Witness—H. V. C. Thorby, 1 August, 1924.

The departmental reply to that was this:

"American practice was for very many years to turn the tyres of all vehicles (locomotive and other rolling-stock) cylindrically, and in tests which were made to determine the draw bar pull to be exercised to move a given tonnage it was found at one time that the pull on American stock amounted to 4 lb. per ton as against something over 6 lb. per ton on British locomotives and rolling-stock, and it was the opinion of many engineers that the lower draw bar pull in the case of American stock was due to the fact that the wheels, being cylindrical, always rolled on one diameter, and there was on this account less wheel slip than occurs to some extent with coned treads. It has been further the opinion of many engineers that carriage stock with cylindrically turned tyres have smoother motion than those with coned tyres. It seemed to the Commissioners that an experiment with cylindrical tyres was, on the information available to them, at least worthy of a test, and a test was accordingly made. The results said to be achieved in America were, however, not achieved here, due probably to the fact that all rails of the New South Wales permanent-way are canted 1 in 20 to suit the English practice in coned-wheels, but the experiment involved practically no expense while giving information of considerable value."

Personally, I am not an engineer, but I questioned how the alteration could have been carried out without involving expense or wasting of the tyres. The fact that the rails are 1 in 20 suggested to my mind that it was no use trying to put a cylindrical tread on a rail which was built specially for a conical tyre. It is a matter, however, which I wish to bring under your notice, to let you clearly understand the class of work that has been going on in the Railway Department in connection with our engines and rolling-stock for years. You have the same thing in connection with the drawbars and on the tenders.

2385. Before you leave that, I should judge that it was an experiment which would probably be carried out with one or two engines, and not with the whole stock?—I am informed by one of the engineers in the works that practically the whole of the rolling-stock was converted to cylindrical and then converted back.

2386. That is hardly an experiment?—I am not in a position to say that every wheel was turned that way, but that is the information I have received, and there is the Commissioners' own official report in reply to my statements. Following that on, I would like to mention another complaint I have against the administration of the workshops in connection with the class of tyres used on the NN or express engines. For the last six years on those engines the tyres have been burst periodically. Whether it is the usual thing for engines of that description to lose their tyres or to have them burst I could not say, but I can give you, or the Department can give you, a list of the extraordinary number—to my mind—of tyre bursts that have happened on the NN engines.

2387. Do you mean broken tyres?—Yes, broken into four or five pieces. Take NN engine No. 1034, tyre burst at Gosford, on the North Coast mail, flew into three pieces, 7th October, 1919. That is the first I have a record of.

2388. Have you got all the dates there?—I can give you the dates right through if you wish them.

2389. Yes, I would like to have the dates, but are you going to hand that report in?—Yes, I can leave that with you. The dates are all there, but I have a more recent list of dates, bringing it up to a few days ago.

2390. Have you any information as to when the tyre broke, and whether it broke so that a part of it fell away, or did it simply crack and the train was able to come to its destination, and it was found cracked?—No, in some cases the wheel has fallen off the engine, axle and all.

2391. That is a broken axle?—What I am referring to is broken tyres, when this particular tyre flew to pieces and came right off the wheel in pieces. In other cases the tyres have become fractured, and then of course they have been condemned.

2392. Sir SAM FAY: Are there any recent cases of that?—Yes.

2393. We can get the details from the official record?—Yes, that is why I felt there was no necessity for me to get you the official records.

2394. But you can give us the dates?—Yes. The next matter I would like to bring under your notice is the manner in which the Railway Department has periodically endeavoured, to my mind, to smother facts when they were put before them, and when we endeavoured to bring these matters under their notice their attitude is shown very clearly in this portion of the report also: "At that time . . . 1911 or 1912," that is, four or five years. They are there now, or at any rate they were on the 19th December of last year, according to the Department's official record. When I say they are there now, I could not swear that they are there at the present moment, but at any rate they were there from 1911 to 1923. "I stated that there were approximately 10,000 axles . . . at present." That is the official statement of the Department. "It is anticipated, however, with the return of normal conditions . . . in the near future." This is dated 27th October, 1919, but I do not want you to feel that it is ancient evidence that I am putting before you, because I want to follow it up with what happened in 1923.

2395. I think there was some difficulty in obtaining material here after the war?—Yes, but those axles were imported before the war was ever thought of.

2396. Then they were used, surely?—No, they were not used. Perhaps you will allow me to quote the concluding passage: "With regard to the stock of carriage and waggon axles . . . is £67,725." Following that up, on the 19th December, 1923, when we were examining the officers of the Department—

2397. On what occasion was that?—Mr. George Nicholas Clapart, storeman, Stores Branch, Railway Department, in connection with the claims of George Dingle against the Railway Commissioners, evidence given before the Select Committee appointed by Parliament. It was held on the 12th December, 1923. I will quote from question 716. I asked the witness:

Can you tell me the date when the 7,399 carriage and waggon axles went into stock at the Clyde yards?—A. No. Q. Are those axles still there?—A. No, a great many have since been issued; 1,000 of them had been issued and 6,000 still remained in the Clyde yard. (Q. Were there a large number of tyres standing in the yard?—A. Yes.

I see that goes on to tyres. The same witness was asked:

Q. You say 1,000 axles were distributed since 1919?—A. Approximately. Q. Would that be a normal quantity?—A. Yes, I suppose so. Q. The 6,000 you now think had been there since 1911?—A. Probably. They were there when I went there.

That was when he first went to the Clyde yard. Then the evidence goes on to stationary engines. Why I mention that to you is to show clearly why the Railway Commissioners, or whoever prepared this report—and it is over the signature of the Secretary for Railways at that time—refused to admit those axles were condemned axles, new axles which had been imported and condemned, or were not fit for use for some reason or other; and I contend that it was an attempt to mislead the authorities; and we find in December, 1923, 6,000 of the same axles still lying in the same place. I only mention that as one item where I have accused the Railway Department of allowing a considerable amount of waste to go on throughout the length and breadth of the whole of the engineering works. I will leave that report with you (*handed in*).

2398. I suppose you would say that in 1911 they could not have anticipated the war?—They had no idea of it.

2399. That was when they ordered all those axles, and if there had been no war they would not have been able to claim that saving?—They should show the loss by depreciation, but the point I am making is that those axles were not what they stated they were. The whole list of accusations I made against the Railway Department from start to finish, and the Railway Department's official replies, I now submit to you, to show that our grievances are not of recent date, but date over a considerable number of years, always endeavouring, of course, not directing our complaints against any individuals in particular, to try and better the position so far as the country people are concerned.



2400. Where those answers given through your House?—They were given through the Premier of this State.

2401. Through the Legislative Assembly?—Yes.

2402. Do you go on to No. 18?—In connection with the want of standardisation, I would like to add, in connection with the railway tenders, that for some considerable time past there has been a good deal of difficulty in the railway workshops over the alteration of the various draw-gears under the tenders. First there was what was termed the intermediate. That was then passed out, and the radial draw gear was introduced. The first design was rivetted to the bottom on the water tank. In other words, the engine was pulling the load of the train largely through the rivets on the bottom of the water tank. When double-headers were put on to trains there were very heavy loads to carry, and the result was a fractured tank, and that meant the engine going out of commission and going in for repair. That was then altered, and a design was put in known as a channel iron draw-gear. That was not strong enough, and it burst through. I can show you the photograph showing what I mean. Then that was altered to what was finally put in, known as a continuous draw-gear. That was put in without any bushes to save the wearing parts, and the result was they wore through very quickly. I can show you photographs of the wearing parts. There are two of the bolts (*indicating*).

2403. Were the bolts unbroken?—They were not broken; they were taken out. There were no bushes when the tender came into the works.

2404. Are these intended to illustrate the bolts when it was taken out?—Yes, the worn portion. That is to show how much they were worn.

2405. Some of them would break?—Some of them did break, and a driver and a fireman were killed through the draw-gear separating between the engine and tender, on the Southern line. The driver and fireman fell down between the engine and the tender, and the tender went over them as it came following along. In submitting that to you, it is for the purpose of bearing out my statements that in Eveleigh workshop a considerable amount of experimentation and faulty construction has been going on for some considerable time. If you would care to hear any further evidence on that point, you could hear the evidence of one of the workmen who has been constantly employed on that work. He would be only too glad to come along and give you details for as many years back as you wish to go. I do not think I need elaborate that matter any further.

2406. Then you go on to No. 18, the desirability of replacing the old engines in the country?—Before I come to that, permit me just to add here that in the Eveleigh workshops at the present time you can see large numbers of fractured frames. This photograph I produce is one of the channel irons with the draw gear pulled right through. You can see the centre portion there; that is underneath the tender. That is what they were pulling off, that channel iron. That is one of the fractured main frames. I can assure you that has been a regular cause of complaint amongst the engineers themselves right up to the present time, and it is contended by engineers there that that has been brought about by the introduction of spiral springs on the engine carriage, the bogies. Whether that is correct or not I am not in a position to say.

2407. I am sure I am not?—I can give you a list of those engines that have been coming in repeatedly and regularly with broken frames. It seems to me to be a remarkable thing that that should be so if the workmanship is what it should be.

2408. Sir VINCENT RAVEN: Does that refer to a particular class of engine?—You will see particulars and the number of the engine on the back of that photograph.

2409. I see it is an engine, but what I mean to say is whether a particular class of engines have their frames broken more than any other?—Particularly since spiral springs were introduced on this class of engine. That is a P class, is it not?

2410. Yes, but there is nothing on here about spiral springs or the reason why it broke?—No, but I can get all that detailed information for you if you wish. I have volumes of detailed information, such as dates when engines came in, repairs effected, and so on, and the officers who attend to that work can give you first-hand information if you desire it.

2411. I do not know if I do, because it would take me a very long time to follow out the reason of failures and fractures on the different kinds of engines. I am afraid I could not promise to go into that? No, but I thought that by directing your attention to these various points that you might have a report prepared by the department, setting out their views as to how these things happen, and the number of times they have occurred.

2412. I think they would very likely give me an explanation?—They would be able to give you all the particulars you require, but if you wish to have the numbers, I can give you the numbers of the engines and the dates upon which the various fractures have occurred.

2413. All I want from you is this: do you say that a large number of these cases have occurred?—Yes.

2414. Do you say that definitely?—I do.

2415. Do you also say that they have occurred with one particular class of engine?—Yes, particularly with P class engines.

2416. Sir SAM FAY: That is all we want, unless you wish to add anything more?—I do not want to prolong my evidence by going into more detailed information unless you desire it. I will proceed now to No. 18. The object of that portion was this, that on the back country lines, where we have very light rails—as I pointed out in connection with the Werri Creek line—old heavy class engines have been put out on the back country light lines, and the big TF class, which weights over 100 tons, with eight flanged wheels, when negotiating curves on these light lines, spread the rails, and of course they do a considerable amount of harm, and it means following these train along where they take a load over these light lines. The objection to TF engines on these lines is the eight flanges, which do not permit them negotiating the curves without injury to the track. The T class is only flanged on the two leading and the two trailing wheels. On the four centre wheels there is just a flat tyre, and they do not do the damage the TF class engine does.

2417. Would not the engineer for the line keep those engines off if they were doing that harm?—That is just what you would expect, but the position is that they are not kept off. They repeatedly go over those light lines. When they are short of engines they just put heavy goods engines on to passenger trains. That is the state of things to-day, and they are not in running order or in good working condition, a tremendous number of them.

2418. No. 19 is the question of the policy of building large trucks. You refer to the 25-ton truck?—25 and 40 tons. I think it is 16, 25, and 40 tons now. The difficulty farmers are up against particularly is this: The Railway Commissioners quoted a fairly reasonable rate per ton, but they stipulated that you must load to in some cases within 2½ per cent. and in other cases to within 5 per cent. of the carrying capacity of that truck. It is often practically impossible to get the required load on to the truck, particularly in the case of chaff. With chaff you cannot get the stipulated load on to the various trucks that are supplied, and the result is you are not getting the chaff carried at the rate quoted by the rate-book. You are paying for more chaff than is actually on the load. That also has an effect in the Railway Commissioners' statistics showing the tonnage carried and the rates paid, and we seriously suggest that it is advisable that a considerable number of smaller capacity trucks should be constructed from time to time to meet the requirements of the small consignors and consignees, because the Railway Commissioners do not encourage mixed consignments—that is, three or four different consignors using the one truck—unless the one person pays the whole of the



Witness—H. V. C. Thorby, 1 August, 1924.

freight and it is sent to one destination; so we contend that we should have a fair number of small trucks constructed to meet the requirements of the small consignors.

2419. There would be no necessity to build a special form of truck provided the Railway Commissioners reduced their minimum?—If they will reduce their minimum that will suit us all right, provided a lower minimum applies.

2420. You say in your evidence that the rate which they quote is an ineffective rate for the reason that you cannot get a load on?—You cannot get a full load of chaff on to a truck.

2421. Does that apply to any other commodity?—It applies to most commodities, except wheat. With wheat we can get the load. With oats it is difficult to get the load. With timber it is the same thing, and it is the same thing with the majority of truck loads. Then with smaller consignments, even if you can get the loads you may not have the quantity that will fit the truck, although the Commissioners retain the right to fill that truck up if they so desire; but they are charging an excessive rate, as we can show you from the official rate-book. The minimum weight of a 12-ton capacity truck is 11 tons, on a 16-ton capacity truck 14 tons, on a 25-ton capacity truck 20 tons.

2422. Does that apply to everything?—That applies to most commodities. There is a slight variation for different products, but not to any very great extent. It is a very vexed question with producers to-day, because we contend that we are not getting the benefit of the rates as quoted. We have to pay for tonnage we do not truck, so it is a matter which we feel is well worthy of your attention, and possibly your support in our request for a reduced minimum on the truck. We fully realise that from a railway point of view it is to their advantage to keep the minimum rate up as high as possible, because it means a bigger revenue and prevents a considerable amount of light running on the lines, but at the same time we contend that the producers are being unfairly penalised.

2423. Supposing you have a consignment of 20 tons, and you load up to 16, what happens to the balance?—You would have to put that in another truck; that means to say, you would be the loser by having to pay for the minimum of the truck, of which you are only using a portion.

2424. So that, in order to get the advantage of the rate, you have got to send a particular quantity which can be put into 1, 2, 3, or more trucks?—Yes, otherwise you have to pay more than the real tonnage you are sending, and then a special rate applies. If you are only sending a small quantity of 2, 3, or 4 tons it comes under a much higher rate. It is roughly double rate than if you send a truck load, which is penalising the small consignor again.

2425. Now we come to No. 20?—I think Dr. Kater dealt with that.

2426. No. 21?—That really comes from the Stockowners' Association. The reason for that is that it is contended that a bogie wheel runs much easier; there is less oscillation. A bogie van has capacity for about 200 sheep, whereas a single truck has capacity for only 100.

2427. You prefer the bigger trucks?—Yes, as long as you can fill it. The larger stockowners prefer the big truck. They ride much easier, and there is much less jolting. Of course, the less couplings there are on the train the less jolting.

2428. I do not know about No. 22. I doubt whether that would come within the terms of our reference?—I am not responsible for that appearing there. You will understand that we represent three or four different associations.

2429. No. 23 refers to preferential rates?—I would like to draw attention to this. Under the present railway rate-book the Railway Commissioners have differential rates for products manufactured in Australia and products imported, particularly as far as leather, galvanised iron, and many other commodities are concerned. We contend, as users of the railway and producers at the same time, that

it is not the function of the Railway Commissioners to apply tariff duties or preferential treatment to any industry, as far as the question of whether the article is manufactured in Australia or imported is concerned. We do not want to injure Australian industry in any shape or form, but we contend that if any particular industry requires protection, then it should apply to the Federal Tariff Board and not to the Railway Commissioners. It is contrary to the Federal Constitution for any State to adopt any class of protection as between States. The Federal Constitution of Australia provides for free trade between the States.

2430. They do not charge, do they, increased rates on those commodities when they are coming, say, from Victoria?—No, that does not apply.

2431. I thought you were referring to interstate traffic a moment ago. I take it that you are referring only to foreign importations, and not to importations from other States of the Commonwealth?—No, it is quite right, there is no differentiation. I was thinking of the Queensland railways. As far as the import duty is concerned, that only gives the preference to the Australian manufacturer. The city consumer has the right to choose between imported or Australian-made articles without any preferential rate at all, therefore, it is only forced upon the country consumer, and we contend that it is the function of the Federal Tariff Board to place a higher duty on an article if they have reason to believe that the industry supplying that article cannot maintain itself; but it is not the function of the Railway Commissioners. We are very emphatic in that connection. We would like you to give very serious consideration to the matter, and pass judgment on the Railway Commissioners in adopting a sort of preferential treatment to goods, whether they are manufactured here or whether they are imported.

2432. What sort of view would be taken by the Australian manufacturer? Would he not take an opposite view to you?—Yes, but we contend seriously that he has no right whatever to expect preferential treatment from the Railway Commissioners at the expense of the country people. If they are giving the Australian manufacturer special concessions, as the Commissioners contend, they are not charging extra freight on the imported article, but they are charging lesser freight on the Australian article, but we say they are charging that lesser freight at the expense of the other users of the railway.

2433. You say that it is not the function of the Railway Commissioners to impose this preferential treatment, but that it should be imposed by Act of Parliament?—The Federal Tariff Board is the body which fixes import duties.

2434. You say the people of Sydney do not bear any portion of this, that is because they do not use the railways?—Yes, it is only giving a preference to the Australian manufacturer when the goods have to go over the railways.

2435. We will take No. 24, in the construction of new lines greater consideration should be shown to existing towns?—The reason for that was this, that in running new railway lines through the country, it invariably happens that the railway line of the railway station is set down about a mile or three-quarters of a mile from the existing town, necessitating the running of buses backwards and forwards. I understand the reason for that is the cheapness of the land, and if the railway line comes in closer to the town the cost of resumption is much heavier. We contend that it is a much greater advantage for the town to have the line closer in, even if it costs more at the time. Coonamble residents did it. When the Coonamble line was running into Dubbo, they paid for the resumptions so as to have the line nearer the town.

2436. And in No. 25 you referred to economy in construction; I suppose you are referring more particularly to the country stations?—We contend that a large sum of money is unnecessarily spent on the construction of railway stations and very long platforms, which could be obviated by the use of corridor cars or by the adoption of



a method of steps, particularly in the country stations. We do not suggest that the platforms should be curtailed in the busy stations here, but the expense of buildings could be curtailed, because our contention is that it is overloading the capital cost of the railway station, which is one of the biggest difficulties the Railway Commissioners are under at the present time, that is, meeting the interest on capital invested. We contend that everything that can be done, whether it is the cost of railway lines or the cost of stations or platforms or anything else, we contend it should be done, as long as it is not going to interfere with the proper working of the railway line of its utility.

2437. You do not suggest that the platforms should be done away with altogether, as is the case in some parts of America?—I do not think our rolling-stock would lend themselves to that.

2438. No. 26, ordering of trucks for travelling stock during drought time?—Dr. Kater dealt partially with that, but I would like to add to his remarks concerning the difficulties we have in ordering trucks during drought time for live-stock. Our difficulty is this: A considerable number of agents seem to have a method by which they monopolise a large portion of the trucks. The individual stock-owner is invariably told by the department during the busy time that he cannot get any trucks allotted to him for perhaps three, four, five, or even six weeks, which in many cases would be too late to save his stock. In the meantime an agent can come along and offer you trucks to truck your stuff away probably the following week or the week after, which goes to prove that the agents have the trucks, but they will only give you those trucks as long as you consign your stock to them, which is using the Railway Department as the means of compelling you to trade with certain firms.

2439. Does it mean that they anticipate a drought and order trucks ahead for sheep which they have not got?—Certainly, they order trucks for sheep they have not got, but they are anticipating somebody sending sheep to them. It is a matter I think the Railway Department should not encourage. They should be absolutely impartial in the allocation of trucks, and only allot trucks to those people who have stock to send away, or to agents who are ordering on behalf of stock-owners where the stock are actually in existence.

2439A. Do you think a sworn declaration would be sufficient protection for them?—I do. I do not think there would be any difficulty in getting that, and bringing it home to anyone who should violate the principle.

2440. There is another item here, the system of the cleaning of the trucks?—Dr. Kater emphasised that matter this morning. One of the difficulties is that since the introduction of the batten floor, particularly in the sheep vans, a space of about 6 or 7 inches from the floor is allowed to be blocked up with manure, and there is no ventilation, and there is no getaway for the urine, and all this has the effect of smothering some of the sheep. We contend that the trucks should be regularly cleaned, and when supplied they should be supplied in a clean state.

2441. Sir VINCENT RAVEN: There is the question of cleaning trucks by contract and so encouraging stealing?—The receiving agents at Flemington have pointed out repeatedly that the Commissioners let the cleaning of the trucks by contract to different individuals, and they were satisfied that a considerable amount of stock-stealing went on, and they attributed it to these people who had had access to the trucks and the yard at all times and hours, so that we contend that it would be much better to have the trucks cleaned properly by the department, by officials in the employ of the department. They would have a much greater check over them, and they would be able to select their men.

2442. Do they do a great deal of cleaning by contract?—I think practically the whole of the trucks at Flemington are cleaned by contract. There are also one or two other specific matters I would like to bring under your notice. One is the practice of the Railway Department at

the present time in saying that they are the constructing authorities as well as the traffic authorities of this State, that when a railway line is almost completed and certain traffic is allowed to go over that line—such as, we will take the extension from Barellan, where for three years the Railway Department carried three harvests of wheat over that line and charged approximately an extra 2d. per bushel to users, increasing the freight from 5½d. to a fraction over 7d.

2443. Was that before the line was finished?—It had not been officially taken over. We contend that it was an exorbitant charge, and preventing traffic from being carried over the line when it could have been carried at great convenience. We do not suggest it should be carried at a time unsuitable to the Commissioners, but when they can fit in trains which will not interfere with construction work there is no necessity for them to charge 2d. per bushel extra when it was recognised that the wheat was only travelling over 34 miles of new line, whereas it could have been brought 280 odd miles to Sydney at a rate of 5d. a bushel only.

2444. That is to say, they had not made rates for this new line, and a special charge was made for the use of it?—The Railway Commissioners' attitude is that it hampers the authorities by having traffic on the line while it is being constructed. We do not ask that this traffic should be allowed until such time as the railway is in a workable condition, and only—particularly when it is approaching the harvest season—to enable farmers to get their wheat harvest away. I have a petition here signed by a number of farmers on the line where they have been petitioning the Railway Commissioners to allow them to use the 30 odd miles of the railway line from Molong, which is practically completed with the exception of the signalling apparatus. That would overcome their difficulty to a great extent, and would greatly assist them if that concession were granted. There is one matter I mentioned to you by letter, through your secretary, when I asked you if you would call for the papers in connection with the death of the station-master at Wellington. I do not know if you have looked into this matter in the meantime, but I would like to draw attention to that as a specific case of harshness on behalf of superior officers, particularly with reliable station-masters. That is only one case, and I would also refer you to the case of Mr. Norwood, station-master, Geurie, and Mr. Ellick, station-master, Borenore. I particularly refer to those two cases because they are typical cases where the department has endeavoured to inflict punishment upon two officers by the exchange of stations. Neither of them wanted an exchange, both of them were in fact opposed to it, and neither officer was disgraced. It merely meant that the department adopted a method of hampering their own operations by putting two station-masters out of gear for about a week while they were transferring their furniture from one district to another. Personally, I think it is a ridiculous method to adopt. If they were guilty of anything they deserve punishment, and then punishment could have been meted out to them without upsetting the staff and necessitating two relieving men taking charge for a week.

2445. I thought you said one of them died?—No, those were two separate men; I am sorry if I have confused them with the one who died. The other case I am referring to is the case of a station-master killed in shunting operations. Previous to that the staff was reduced by two shunters, necessitating him working until 11 o'clock at night. I can give you detailed information I obtained from his widow. I contend that he was treated very harshly, and there was no necessity for the attitude which the superintendent at Orange adopted towards him, when he hampered him all he possibly could. He did not give the man an opportunity to get on with his work, but flooded him with "Please explains" on every trivial matter that he could possibly think of. To show you the methods adopted by the Railway Department in attending to any of the minor works that are carried on, such as alterations to station-master's residence, I will just quote this in-



Witness—H. V. C. Thorby, 1 August, 1924.

stance, that at the same officer's residence previous to his death his wife asked for a ventilator to be put in the wash-house. I am informed that four different railway officers visited them, measured the house, and took all sorts of particulars, but the work was never carried out. If the department wishes to make a report upon this statement they are quite at liberty to do so, but I venture to say that you will find that there is a tremendous amount of time so wasted on the part of senior officers in attending to the most trivial matters. Another point I would like to draw your attention to is staff matters, in connection with the Chief Commissioner's annual tour. It is laid down by the Act that they should do so, of course, but the method adopted is to harass the railway officers in every possible way, so as to have everything spick and span ready for the Commissioner's visit. The officers are actually asked to do the painting of various parts round about the station. I will leave with you particulars of a few of the items, where railway officers have been asked to do kalsomining and painting on Sundays simply because the Railway Commissioners were coming round on their annual tour. These are some of the matters which create the friction and ill-feeling which does exist between the station-masters and senior officers to-day. I venture to say that if the Railway Department expects to get the best from its men it cannot expect to do so if it persists in harassing and pin-pricking them in every possible way.

2446. WITNESS: Another matter I would like to refer to. I have a case here which will give you some idea of the correspondence that goes on in connection with rebates for starving stock. The practice is for the Railway Commissioners to grant a rebate for starving stock. That creates a tremendous lot of difficulty and quibbling between the stockowners and the Railway Department at the present time. The system is that you pay your freight both ways, and then make application for a refund within a specified time, according to regulations. If you wish to see the specific cases which I have here with me I will leave them with you.

2447. Sir SAM FAY: Is there any great difficulty in getting the rebate?—If you do not happen to comply with all the regulations pertaining to it there is difficulty. At the same time, I would draw your attention to the fact that the same Railway Department granted rebates to the extent of thousands of pounds in 1923, according to the Auditor-General's report, to Hoskins' Steel Company, which the company were not entitled to. That company had not complied with the regulations, and were granted the rebate. When it comes to the stock owners, where the rebates are very small and are but minor items, the department turns them down simply because of technical breaches of the regulations. In this case I have before me, the stockowner was supplied with the wrong forms, apparently by the authorities, and on account of that his application was turned down. Then we have the position of the department refusing to grant the rebate that the regulations provide for restocking holdings. Special provision was made to encourage stockowners to restock their holdings during the drought, to prevent breeding stock being slaughtered at a time when the stock resources of the State were being depleted. The idea was to encourage landowners and stockowners to purchase in Flemington young ewes in particular, and take them back to their holdings rather than have them slaughtered here. I have before me a case where the department has been quibbling on a very fine point. Certainly they have been acting in that case on the advice of the Auditor-General; but in other cases those difficulties have been overcome by reference to the Executive Council. I am bringing this forward to show that the method adopted by the department in connection with these matters is not a very satisfactory method to the stockowner. If the stockowner had to satisfy the department previous to trucking his stock there would be no necessity for him to pay the return freight; he could pay the required freight on the outward journey, and they would be returned free, on a statutory declaration by the stock inspector.

2448. WITNESS: There is another matter which I would like to bring before you, and that is in connection with the departmental attitude when bush fires occur through sparks from the engines. The department is inclined to deny the fact that sparks had escaped from its engines and set fire to the grass. It is recognised by many, however, that large pieces of burning coal do come out of the funnels and are thrown a considerable distance. I have seen a number of fires started in that way. Now is it not possible to improve the spark-arresting appliances that are on the New South Wales railways to effectually prevent the escape of large cinders which cause numerous bush fires every summer? The danger of bush fires from this cause is one of the big disadvantages that the landowner who lives adjacent to the railway line has to put up with at the present time. I submit to the Commission specific cases showing refusal by the Railway Commissioners to acknowledge losses incurred in this way.

2449. Another matter that I have to bring before your notice is in connection with the departmental coal hoppers which are engaged in loading coal at Port Kembla. What applies in this respect to Port Kembla applies, I understand, to any other centre where the same work is undertaken. To illustrate my point I will read a letter from the secretary of the Illawarra Chamber of Commerce and Industry, Wollongong, of 7th August, 1923:—"Your letter of the 30th ultimo reached me when I was in the throes of influenza, so you must excuse me for not writing you before. The discharge capacity of Government coal trucks at the loading jetty is 25 to 26 trucks per hour, and the average load per truck is from 9½ to 10 tons. The discharge capacity of private coal trucks at the loading jetty is 60 per hour, and the average load is 8½ tons. The trouble with the Government waggons is the doors; they are not so easily manipulated as the privately-owned waggons. The Government waggon known as the Ritchie waggon is the best, and forty waggons per hour have been discharged at the loading jetty. It is a wonder that the Government do not make their doors to suit the Port Kembla trade, which is vastly increasing, as the same door would suit Newcastle and Sydney. (Signed) H. V. Lambath."

2450. Sir SAM FAY: The door referred to there is the hopper door?—Yes; it cannot be manipulated quickly, and brings about congestion and serious delay in the loading of ships with coal at the Port Kembla jetty.

2451-2. Is the capacity of the departmental trucks the same?—No, its capacity is 9½ to 10 tons. But they can only unload 26 per hour, which would be about 260 tons per hour. In the case of the private truck the capacity is 8½ tons, and the loading rate is 60 per hour, which is just on 500 tons per hour. Nearly double the quantity per hour can be unloaded from the privately-owned trucks than can be unloaded from the departmental trucks. In support of that letter I will refer to a letter from Mr. Henry R. Lee, of Port Kembla, dated 4th August, 1923, wherein he states:

"The privately-owned hoppers are much more convenient than those owned by the Government, principally in respect of the doors. In each case it is a simple matter to release the bottom doors, but whereas one man can readily close and fasten the doors of the privately-owned hoppers, it takes three men with tackle to close the doors of the Government hoppers. At the loading jetty controlled by the Public Works Department at Port Kembla it is the custom to pull up the doors of the Government hoppers by using the loco." That accounts for the slowness in the unloading, which is a serious handicap to the industry down there. It means delay in shipping, it prevents the quick loading of coal, and the matter is one which we think should have your investigation.

2453. Does that apply to Sydney as well?—Yes.

2454. Are the methods of loading at Sydney the same as at Port Kembla?—Yes, by crane.

2455. Another matter I have to refer to you finds me in doubt whether it is really a matter over which you have jurisdiction. It is in connection with the departmental



method of dealing with sleeper-cutters. In my opinion the Railway Department adopts a very unfair attitude towards these men who are working in the bush on contract cutting sleepers. From time to time the department discontinues buying sleepers at certain sidings. The men are out in the bush cutting sleepers, and they do not know that buying has been suspended, and eventually they deliver a lot of sleepers to the railway station or siding only to find that the department is not taking them. That inflicts great hardship on these men who are living in the bush with their families. To illustrate my point I will quote a wire received on the matter from Dubbo:

"Re sleepers, Mogriguy. Payment badly needed, men in distress, please try get settlement passed."

I will also read a letter on the same matter from Mr. John Wheaton, storekeeper, of Eumungerie, dated 6th October, 1922:

"I would be pleased if you could let me know where to write for particulars regarding the sleeper-cutting industry. There are a number of sleeper-cutters both here and Mogriguy; some are waiting for a pass for their sleepers and others have been passed and they have received no money. In some instances they have been waiting as long as three months. The position is now, that unless they can get something definite their credit will be stopped at once, and we cannot see how some of these people are really going to exist. As this matter is very urgent, I will esteem it a favour if you can do something, or let me know what to do, at once."

2456. Sir VINCENT RAVEN: Are they cutting on contract?—Yes.

2457. Not on speculation?—No, they are cutting on a definite understanding with the department of so much per sleeper. They deliver the sleepers to the railway siding and then a departmental officer comes along and passes the sleepers and grants payment on what they call the sleeper pass.

2458. How is it they do not get paid?—The trouble is that the men out in the bush deliver the sleepers from time to time—some of them have carters delivering—the timber passer comes along, say, to-day, and he is not expected back for three weeks or a month, the periods between his visits vary at different times, and in the meantime he does not tell them that he is not coming back; he does not know himself when he will be coming back, and the men go on delivering their sleepers and stacking them in their various heaps; a fortnight elapses, and the passer has not come along; they do not take notice of that, because sometimes he does not come along until a month has passed; so they go on waiting for a month, and at the end of the month they have a considerable quantity stacked and are absolutely in need of payment for their work. But when they come to make inquiries by wiring to some of us in Sydney they find out that buying has been suspended on that line or at that particular siding, and the result then is that they have got the sleepers there, their labour has been expended, and they are getting no return for their labour, because the Railway Department have suspended buying sleepers for the time being. My suggestion is that these men should have a reasonable notice of suspension of purchase of sleepers by the department, or the passer should notify them that he is not going to come back for six months, or whatever the time may be. The Railway Department has to depend upon these men for sleepers, and it means starvation to the men if they are left with a month's work or two months' work on their hands.

2459. WITNESS: And while I am on the subject of giving fair notice, I might refer to the practice obtaining in the Railway Department in regard to giving notice to officers who are about to be transferred. Station-masters and railway officers find that the notice given to them when they are due for transfer is extremely short. They are generally advised by wire, and have only a few days in which to pack up and transfer to another station. I think in all fairness to the employees we are justified in urging and advocating, particularly in regard to the country railway men, that these officers should get reasonable notice of transfer, especially when we know that the department has a big staff to draw upon, that it has plenty of relieving

men who could carry on until such time as these transferred men would have an opportunity of packing up and making ready for their transfer.

2460. Another matter I wish to bring under your notice is that of weighbridges. At the end of 1922 the Railway Commissioners intimated that they would no longer maintain the cart weighbridges which were in existence at the majority of the railway stations throughout the State. In addition to that they stated that they would not instal any more cart weighbridges in the country. The Farmers and Settlers' Association, of which I am the president, took up the matter and approached the Railway Commissioners with the view to try and induce them to instal weighbridges at those stations where it could be shown that such weighbridges could be justified, and to continue to maintain the existing weighbridges at the country stations. Eventually an agreement was come to whereby the farmers agreed to pay 3d. per ton for every ton of produce that they took over the weighbridge, and the Railway Commissioners agreed to instal weighbridges at all sidings where the farmers would be delivering 25,000 bags of wheat or more. Now, after having one year's experience, this position arises. The farmers find that it is very inconvenient to have to provide small change at every weighing. A large number of the farmers in the country do not carry small change with them when they are carting wheat and working with their teams. And in addition to that difficulty it is found that the system means that the railway officer in charge of the bridge has to carry a large amount of small change with him and has to do a large amount of book-keeping, and his books have to be audited and checked. It would greatly simplify matters if the department could come to an arrangement whereby it could charge 2d. or 3d. per ton on to the actual freight and allow that amount to be collected in one act, the department to maintain the bridges as they did in the past without making any specific charge for the actual weighing. What is required is that the produce be weighed and an increase of 2d. or 3d. be made in the freight to cover the cost of weighing. That would simplify matters and cut out a good deal of book-keeping, and eliminate the necessity for the railway clerk to carry with him a large amount of change. Further, when there is a large number of teams coming in to the station and every minute is valuable time to the people concerned, any arrangement which would minimise waste of time should, I think, be adopted. We would be pleased if you, gentlemen, would make inquiries in this direction on our behalf. We think the difficulty would be overcome if the Railway Commissioners were to charge, say, 3d. per ton extra for everything that went over the weighbridges in the State. I think from my knowledge of the Railway Act that the Commissioners cannot differentiate between persons, that if they charge one they must charge all and sundry; but I understand that it is only the farmers they have charged for their produce that has gone over the weighbridges. The farmers were under the impression that the Commissioners were going to make a charge on everything that went over the weighbridges, including the weighbridge at Darling Harbour, which is there for the use of the general public. The farmers think that it is advisable that the charge for weighing should be eliminated and that a small extra charge per ton should be made on all users of the weighbridge, so that all may be on an equal footing.

2461. Another matter I wish to bring before you in connection with railway construction. Under the system at present adopted difficulties will occur in the future, and those difficulties will show the want of foresight on the part of the engineers when laying out certain new lines. I am referring particularly to the Dubbo-Coonamable line, which was built a considerable number of years back. What I am stating applies to practically all sidings, but I will refer to one in particular. In constructing the railway platform and the loading dump, provision has only been allowed for two sets of rails between them. In other words, it is only a siding. When the time



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comes to make it necessary that a crossing should be put in, that a third set of rails be put down for crossing purposes, it will mean that the station will have to be pulled down, or the loading dump shifted out 10 or 12 feet.

2461A. Sir SAM FAY: Are you referring to when the time comes for doubling the line throughout?—No, not for duplicating. At present there are only two sets of rails, the platform is here, and the loading dump is there (*illustrating*). There is no room for a loop. If that loading dump had been kept out sufficiently wide—that is, if the rails had been laid an extra 12 or 15 feet apart—the loop could have been put in between them when the time arrived for that facility to be provided, and that would have saved the expense of having to shift the whole dump or the railway station. At several of these stations the time has already arrived when they will have to be converted into stations for crossing purposes, particularly so far as the wheat season is concerned. The particular station I refer you to is Armatree.

2462. WITNESS: I might refer to another matter, and that is the fact that the Railway Commissioners here have a Publicity Officer. At the same time I wish to state that the travelling public have not been acquainted with the facilities that the Railway Department offers. What I am referring to particularly is the completion of the Dubbo-Werris Creek line. It had been completed six months when an intending passenger made application in Brisbane for information as to travelling across that line. But no knowledge whatever was obtainable of the fact that that line was open for traffic. I do not think that you can blame the Queensland railway authorities for that. Personally, I contend it was short-sightedness on the part of our own authorities in not having used every endeavour to attract passengers to travel by that line as soon as it was completed. As far as I can ascertain no intimation was given to the Queensland authorities that that line was completed. If the Queensland authorities should be to blame I withdraw my remarks concerning the laxity of our own Railway Department. I produce statements referring to the work that was done by the railway officers and station-masters previous to the last tour of the Railway Commissioners, which it is contended was work that they should not have been called upon to do. It is merely titivating the premises without serving any great purpose.

2463. The last matter I have to deal with is one which may not come under your jurisdiction. You are investigating the whole of the working conditions of the New South Wales railways, and one of the hampering matters that we have to put up with in this State is that the neighbouring States have a different railway gauge to ours.

2464. Sir SAM FAY: We have no reference to the gauge question; that is a matter we have no right to deal with, and we could not do any good by taking evidence on that matter. We have no authority to make a suggestion even on that question?—What I meant to point out was this: I want to point out that although ours is the recognised standard gauge, our Railway Department is suffering from the fact that there is a break of gauge at the borders of this State. I thought you gentlemen might be able to make a recommendation on the matter.

2465. We cannot. That question has not been referred to us. I would like to put a question to you—the same question that we put to Dr. Kater. With regard to the possibility of levying so much per week for a given number of years on land adjoining a new railway, what would you say as to that?—In certain districts that would be acceptable. In other districts you might find a certain amount of opposition. In the districts where the large grazing holdings are you would find, in the great majority of instances, that Dr. Kater's objection would be a reasonable objection. Those people with large holdings already have to suffer a fairly heavy Federal land tax.

2466. But they have got no railway?—In many cases they have a railway.

2467. Then they would not want a new one. I am putting the suggestion to you that the man who has no railway and who is already paying the Federal land tax would be better off with a railway, and I am asking you whether he would or would not be prepared to pay something for getting the railway facility?—We went very fully into that phase when we were considering the placing of evidence before the Public Works Committee on the question of a railway from Maryvale to Sandy Hollow. That was a decentralising railway, which was recommended by the Decentralisation Committee. In submitting the question to the whole of the landowners along that proposed line, the question whether they would be prepared to contribute so much per annum for a certain number of years towards the interest or the loss that might be sustained on the running of that line, the reply was almost unanimously in the affirmative—that is, that they were prepared to contribute a certain amount per annum. The suggestion that we put forward was that as the farm got further back from the siding it would pay a less amount per acre; that a farm within 5 miles would pay a few pence, that a farm within 10 miles would pay less, that a farm within 15 miles would pay less still, and that a farm beyond the 15 miles limit should not be asked to contribute. It is unprofitable to grow wheat over 15 miles from a railway line at the present time, even where you have a good road. So far as grazing is concerned, the railway line would not be of any great benefit to a grazier, because you can cart a wool clip almost as cheaply 100 miles as you can 15. In the districts that would become agricultural I do not think any opposition would be taken to the levying of a rate on the landowners who would be benefited by the construction of a new railway line.

2468. WITNESS: I have quite a number of cases before me where landowners have complained bitterly of the fact that under the present law, when a new line is sanctioned, the whole of the land necessary for that railway line is resumed without any compensation to the landowner whose property the line goes through. The argument is that the line may depreciate a property by £300, but on the other hand improves it and enhances its value more than it depreciates it. But in many localities you will find two landowners, one of whom has been benefited by the railway while the other has derived no benefit at all. Let me give you one specific instance. In this particular instance I have in mind the siding is erected right opposite to one man's homestead; the railway line does not take a fraction of land from him, and it does not interfere with his property in any shape or form, and he gets the maximum of benefit by having a siding near his homestead. Now his neighbour, who is a couple of miles away, has the railway coming into his property and running through his property, and he is very little closer to that siding than he was to the old township, and he loses 25 acres of land, and has his cultivation paddocks cut up into unshapely areas, and gets no compensation whatever. The contention is that if a charge was made on all the land adjacent to new lines there would be created a fund from which compensation could be paid towards recouping any loss that might be sustained. Personally, I would strongly support the introduction of such a scheme as that, and I am stating that having full knowledge of the attitude of the landowners between Maryvale and Gulgong, a distance of 60 miles.

2469. Sir SAM FAY: You are referring to a levy to make up for a loss; I was referring to a levy to meet the cost of making the railway, spread over a number of years?—We did not specify what the money would be used for; we said it would go to make up the interest on the capital cost of the loan, or to make up the loss on the running of the line. The amount suggested was 4d. for the first 5 miles, 3d. for 7 or 8 miles, and then 2d. and then 1d. That would bring in a fairly considerable sum of money.

(At 3.45 p.m. the Commission adjourned to 10.45 a.m. on Tuesday, 5th August, 1924.)



## FIFTEENTH DAY.

TUESDAY, 5 AUGUST, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

## COMMISSIONER :

Sir SAM FAY.

Sir VINCENT L. RAVEN.

ERNEST EDWARD LUCY, Chief Mechanical Engineer, New South Wales Railways, sworn, and examined as under:—

2470. Sir VINCENT RAVEN: You are the Chief Mechanical Engineer of the New South Wales Railways?—Yes.

2471. You are responsible for all the rolling-stock—locomotives, carriages, and waggons, their maintenance and repair?—Yes.

2472. And there is nobody to interfere with your control at all. You are responsible entirely to the Railway Commissioners?—Yes.

2473. You have given me a very full description of the organization of your workshops. There are a few questions I would like to ask you. With reference to locomotives, I have a statement here as to the numbers which you had from 1913 to 1923, and 1923 I see you had 1,341 locomotives, but you have given to me 1,391. From the 1,391 I have taken off thirty-four, which are practically out of use, and twenty which are duplicate stock. That brings the total from 1,391 down to 1,337 that you have in use—effective locomotives; but this statement differs from the Commissioners' report, which gives 1,341. Can you explain what is this difference of the four?—At the moment, no.

2474. You might just look into that?—The Chief Commissioner's report ended on the 30th June, 1923, and my statement, I think, goes to the 30th April, 1924. That probably accounts for the difference of the four engines.

2475. The report I am talking about is 1923?—This figure is at 30th April, 1924.

2476. But I am not talking about 1924. However, I think you had better look into it and let us have your own explanation. There is not a great deal in it at the moment; but still I would like to have that cleared up. There is an increase in engines from 1913 to 1923 of 34.37 per cent., and there is an increase in miles open for traffic of 35.31 per cent. Has this increase in the number of engines been paid out of capital or of revenue?—Out of capital.

2477. Then the increase in the capital represented in locomotives is somewhere about equal to the increase in miles open for traffic?—Yes.

2478. I have got a statement here which shows me all the different classes of engines which you have got, and they total up to thirty-nine?—Yes.

2479. Are the engines exactly similar and the work interchangeable?—No.

2480. So they might be multiplied again by a good many practically different classes?—Yes.

2481. Would you be able to look into that and tell me to what extent they vary in the different classes?—Yes.

2482. I do not expect you to do it now, but you might do it for me. Now, the total capital value of those locomotives, as given to me, is £7,139,868. You agree with that?—Yes.

2483. Now, I suppose those locomotives wear out or get obsolescent at some time or other?—A considerable number of them are old-fashioned and obsolete types.

2484. But they will wear out or get obsolete at some time or other?—Yes.

2485. Have you got in your mind any average life which you should put on a locomotive?—I think that an ideal life of a locomotive should not exceed thirty years.

2486. If you look at thirty years' life for your engines as they are numbered to-day, you would have to build forty-five engines a year to keep up the stock?—Yes.

2487. And if your capital had to be renewed in thirty years you would have to spend every year £237,996. If that arithmetic is right, do you agree with that?—I do.

2488. You send in an estimate every year for what you expect to spend during the coming year. When do you send that in?—As a rule, about April or May of the year in front of or in advance of the year which will begin on 1st July.

2489. That is to say, in April or May of 1923 you send in an estimate of the work you will do in 1923-1924, commencing 1st July?—That is so.

2490. Now, how do you send those estimates in;—are they divided in any way;—we will take the locomotives first?—They are sent in ranged in items giving the heading for which particular sums are required in detail, and submitted by me to the Chief Accountant.

2491. You have not got a statement showing how they are sent in?—I think I have one here. (*Statement handed to Sir Vincent Raven.*) I have pencilled on the top of that statement the date the estimates were passed.

2492. In this return that you have shown me—I do not for a moment want to know anything about the top part, which refers to locomotive drivers and firemen's wages, but I see that you have got here an estimate for wages and material, £1,688,801, and for new boilers, &c., £221,700?—Yes.

2493. You have nothing down here for new engines at all?—No.

2494. Did you not expect to build any new engines that year?—Not on that account.

2495. Not for renewals?—Our renewals are charged to working expenses.

2496. But this is all your expenditure, is it not, as far as repairs to locomotives is concerned?—Yes.

2497. There is no other estimate shown here for locomotives outside those two figures?—No.

2498. Therefore, you did not estimate for building any new locomotives that year?—No.

2499. I suppose you do not always get what you ask for?—No.

2500. You say that your estimate goes to the accountant?—Yes, the Chief Accountant.

2501. Do you hear anything more about it until you are advised as to what the Treasury have agreed to?—Yes, sometimes the Chief Commissioner will call us down; that is, the heads of departments, and give certain directions with regard to sums of money.

2502. He consults you before the amount that you have asked for is reduced?—Yes, he holds meetings of heads of branches for that purpose.

2503. But he does consult you before the amount of money you have asked for is reduced, and you agree to the reduction?—Yes.

2504. I see in this return that you have handed me that with regard to new boilers, &c., you asked for £221,000, and you were allowed to spend £175,720?—Quite correct.

2505. Will you first of all tell me what you did really include. I do not mean in every detail, but what you did really include in that £221,000 which you asked for?—I had in mind to re-boiler and set with super-heaters a considerable number of locomotives. As a matter of fact, last year I built 102 new boilers.

2506. I understand that the Chief Commissioner said you could not spend that money. Do you know why he



Witness—E. E. Lucy, 5 August, 1924.

would say that?—I should think because the estimates were passed so late. I think I have put the details in pencil at the top of that statement. The estimates were passed so late that we could not possibly spend it.

2507. But if you had the estimates passed in time would there have been any difficulty in your spending the money that you asked for?—No.

2507A. As a matter of fact, you did spend that year, in maintenance, £1,688,701?—Yes.

2508. Can you tell me what proportion of the work you do at Eveleigh, Honeysuckle, and the other factories?—I think a fair proportion would be to set Eveleigh at 600 output, Newcastle at sixty output, and Lismore at ten output. That would be about the proportion of 600, sixty, and ten.

2509. That is, 670 engines a year?—That is approximately correct.

2510. That is the percentage?—No, it would be heavy repairs—600 engines heavily repaired at Eveleigh, sixty at Newcastle, and ten at Lismore.

2511. Of course, it is quite easy to work out the percentage of repairs which are done at Eveleigh, Honeysuckle, Lismore, and out stations, and there are a large number of engines which are repaired outside Eveleigh works?—Yes.

2512. And even outside the Honeysuckle works?—Yes.

2513. In your opinion is the decentralisation of the repairs to locomotives in that way a costly business?—Undoubtedly.

2514. I have got here a statement which shows the cost of maintenance of your locomotives, as compared with other railways, and it shows that your costs are very high. Can you give me any explanation with regard to that?—I think so—yes, based on the size of the engines, the large size of our engines, and on the work that they perform. As a matter of fact I have handed in a seven-page statement.

2515. I have that, but take your engines that have been repaired in 1923. They show £1,246, the average cost per locomotive?—Yes.

2516. If you reduce that to compare it with the English railways, regarding your labour costs as 100 per cent. and material 35 per cent. higher than in England, your comparison shows £721, as, for instance, against the Great Western £518. That is a big difference?—Yes.

2517. And I presume that you will agree that on the Great Western Railway they have plenty of large engines?—I think that average tractive power of the Great Western Railway engines would be considerably below New South Wales.

2518. You will agree that they have a large number of very big engines?—Yes.

2519. You will agree that on the London and North-Eastern Railway they have a very large number of very big engines?—Yes; still I think the proportion would be less than New South Wales.

2520. We will come to that. You will agree that they have a large number of very big engines?—Yes.

2521. The difference between their cost and yours is £506 in engines for the London and North-Eastern Railway and £721 for the New South Wales railways, based on the same price for wages and material, and you must also remember when you are comparing, that in the one case they are beautifully painted, and in the other case they are not painted at all, and there is some cost attached to that. I gather from what you say that you attach some importance to the tractive power of the locomotives?—Yes.

2522. I have worked this out carefully, because you used the same argument in connection with your coal costs?—That is so.

2523. But if you use that argument in connection with the maintenance of locomotives, even supposing the tractive effort on the North-Eastern Railway, which I have as 20,120 against your 23,751—the difference worked out on that basis, which I do not altogether agree with—

but assuming that your assumption is correct, then you are £721 as against £597 for the London and North Eastern. If that assumption was correct, you are still very high?—Yes.

2523A. Apparently you do not give me any further explanation than that, but is it not expensive to do so much of your repairs out at your running sheds?—Undoubtedly.

2524. Is not that part of the reason?—Part of it, yes.

2525. Then the layout of your Eveleigh shops is not as good as you would desire?—It is not.

2526. In fact, you are building new shops?—Yes, at Chullora.

2527. And you have got a boiler-shop nearly completed?—Yes.

2528. When you move there, have you not given the Commissioner any hopes of you being able to reduce your expenditure?—Yes.

2529. Is he not going to expect something from those new shops?—Yes.

2530. Are those not partly reasons for the high costs?—To some extent, but I do not admit that our costs are excessive, having regard to the size of our engines and the curvatures and grades of our lines.

2531. You are much higher than any of the other railways in Australia?—Yes.

2532. And you give the same reason for that?—No.

2533. I suppose you will agree that 1914 was a year where nothing special took place?—It was just before the war; things were normal.

2534. The average cost per engine in stock was £575 for maintenance then, as against your average cost to-day of £1,246. Now, I suppose, the grades and curves were the same in 1914 as they are to-day?—Yes.

2535. It is not since then that you have had all these very powerful engines?—Since then we have had no small engines. All the engines we have had have been large ones, with the exception, I think, of ten suburban engines—I am not sure of that number.

2536. I see that you only scrapped seventy-five locomotives, including these thirty-four and twenty which I have taken off—that is, fifty-four; that leaves only twenty-one engines which have been scrapped outside that lot in those years from 1914 to 1923?—Yes.

2537. So you see there is not a great deal of difference between the tractive effort in 1914 and to-day?—I think there is a considerable difference in the average tractive effort. I will send down particulars if you wish.

2538. Yes, it will be quite easy to get that out. However, my point really is this. Adding to that £575 as against £1,246, the increased cost of wages and material as given by yourself, brings the average cost of the engines in 1914 to £961 as against your £1,246 to-day?—Yes.

2539. You have not improved in that time?—Since 1914 all the engines which we have purchased or manufactured ourselves have been of the large type, with tractive force somewhere in the neighbourhood of 33,000 lb.

2540. I do not think their tractive force has a great deal to do with their repairs, if I may say so. However, I do not want to argue the matter at all now; all I want is to ask you questions. You will remember that we are only talking about repairs, and most of these engines after they were built would require very little repair for the first few years of their life?—Yes.

2541. And I put it to you that there is a great deal of difference between these figures in 1914 and the figures to-day?—Yes.

2542. It is £285 per engine in stock worse than you were in 1914?—Yes; I think that is due to the continued increase in the size of the engine, the greater number of wheels, tyres, axles, the larger tender, with the two pairs of axles, instead of the three single axles.

2543. I notice that you manufacture a great number of special articles in your own works. Are you quite satisfied that it is more economical to manufacture these yourself than to purchase them outside?—Quite. I have



sent in a statement to you, giving the comparative prices or costs, on articles made by us and articles purchased by the stores.

2544. What overhead charges did you put against those manufactured articles yourself?—All the wages and holidays, and other expenses which are not directly chargeable—all indirect charges are included as overhead.

2545. You are satisfied that all the overhead charges are debited to the special manufactures?—Yes.

2546. I suppose your accountant would do that?—Yes.

2547. Then, if you were to purchase more outside, your cost would be even higher than it is to-day?—It would.

2548. To that extent you would compare favourably with the English railways, because we purchase a great deal outside. To that extent you ought to be more favourably situated?—Yes, but I would like to point out that our manufactured costs of parts are lower than those for imported parts purchased from the same sources as by English railways, only because we have to pay for packing, shipping, insurance, landing costs, and duty—the last alone amounts to 30 per cent. usually.

2549. And yet you show so much worse?—We may in the total sum, but I have worked out by comparisons here, and we show very well.

2550. I will carefully look over that, but I do not agree with those arguments at all. I do not mind it going in, but it is an extravagant comparison altogether. It relies so much on assumptions of various kinds, and nothing I have here is based on any kind of assumption. They are absolute figures which are given regularly.

2550A. I noticed in going round your shops you use no standard gauges?—That is so, with the exception of our motor-car department.

2551. I suppose under those conditions there are very few parts of your locomotives which are interchangeable?—Very few.

2552. I notice that you manufacture all your springs yourselves in the shop?—Yes.

2553. Are you satisfied with that?—Yes.

2554. I have here a statement of the number of springs broken in 1923 on locomotives, and it comes to a total of 2,912—that is, for a period of ten months, from June to March. That appears to me to be an extraordinary number of springs to break, and I would like to know what you have to say about that?—I have no other railways figures of comparison by which I could make comparisons.

2555. Do you think that is a large number or not?—I think the number of broken springs for two classes of our engines is high, but for all the other classes the performance is good.

2556. 2,912 in ten months?—May I ask a question with regard to that? If the springs are laminated, or laminated and coil springs—

2557. What does it matter about the springs? You would not put a class of spring on an engine that you would expect to break, whether it was laminated or spiral.

2558. Therefore, I do not really see what difference it makes. It is a spring and it is designed by you?—Yes.

2559. And you are entirely responsible for it, and you put on a spring which is most suitable for the locomotive?—Yes.

2560. Therefore it is immaterial whether it is a spiral or a laminated spring?—My point is this: We have groups of coil springs which are in some cases in nests of four to an axle box. If one of those springs break, it is a broken spring. Therefore on that basis four springs which may break against one laminated are in that same axle-box.

2561. But you would not allow an engine to run with a broken spring, no matter whether it was one of a nest of four or whether it was by itself?—I would consider a broken spring out of four in a group as no reason for putting the engine off the road, or to even tell the driver to run at a slower speed; but I would see that it was put in at the next running shed.

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2562. That is my point; you would not allow an engine to run with a broken spring. I presume that what you mean is that it would not be so dangerous as if some other spring had broken, but still it is a broken spring; it is a defect in the design?—I do not think so.

2563. However, it does not appear to you to be a large quantity?—No.

2564. Machinery in your shops at Eveleigh appears to be fairly satisfactory?—Yes.

2565. However, I notice that the machinery, taking your capital value, has had as much spent on it as represents 8½ per cent, which appears as if you had spent quite a sufficient sum on the upkeep of your machinery, and it appeared to be quite up to date. Therefore, the cost of your high repair will not be in connection with the machinery in your works at all. Can you tell me what proportion of your engines are superheated?—I have 437 superheated engines.

2566. That is about 30 per cent. of your engines superheated?—That is so.

2567. Can you tell me how many different kinds of superheaters you have?—Three.

2568. Have you tried any other kinds except those three?—Yes, we tried a fourth some years ago, but abandoned it.

2569. Did you put many in?—I think there were about eighty put in. They were Vauclain smoke-box heaters.

2570. And they were unsatisfactory, and you took them out?—Yes.

2571. And you have three different kinds to-day?—Yes—Schmidt, Robinson, and one of my own.

2572. And the only other one you tried was a Vauclain. Was it a complete superheater?—No, it had no fire-tube elements at all. It was simply a header from the steam-pipes, a header on the cylinder.

2573. How long ago do you say it was since you took them out?—Some seven or eight years ago.

2574. Are you satisfied with the work of your superheaters?—Quite.

2575. Do you get any complaints from the men in connection with them?—Not now. In the old days I had some considerable trouble, because we had the damper system. Then we did away with the damper system and adopted the Raven air circulatory system. That is automatic, and the drivers have no means of spoiling their superheat by shutting dampers or opening them when they should not.

2576. What is the result which you expect mostly to get from these superheaters?—I actually get 10 per cent. increased load.

2577. Increased power?—Yes, our train regulations provide for that.

2578. Did you expect any economy in coal consumption?—Yes. I have instances where we have measured the coal as between Junee and Albury on expresses, with the result between classes of engines exactly similar, excepting one is saturated and the other is superheated, and the economy is 20 per cent.

2579. You have a large number of failures. Can you give me any explanation with regard to those?—Water trouble is one of the main causes, bringing about leakage of tubes of superheater elements, and injector failures, and failures through priming.

2580. I suppose you have your water carefully analysed in an endeavour to improve it?—Yes.

2581. What have you done in that direction?—We have installed a considerable number of Desrumaux water softeners and Kennicotts', and also installed Desrumaux system water hardeners, but the trouble is that most of our waters contain chlorides.

2582. I suppose you have improved your water to some extent?—Undoubtedly.

2583. All railways have a certain amount of trouble with water?—I believe that is so.

2584. And it has to be got over by treating it by chemical means?—Yes.



Witness—E. E. Lucy, 5 August, 1924.

2585. Is that the only explanation you can give with regard to the failures?—We have, by carefully following up these cases of failure, considerably reduced the number of them.

2586. Let me give you some comparisons in connection with these failures, and I think you will see there is something rather extraordinary about them. An engine failure with you is, if a passenger train runs five minutes late, due to the engine, or if a goods train is running ten minutes late, due to the engine. Taking the year 1923, your engines ran 4,225 miles for every failure. I have got the failures on the London and North-eastern Railway for the same year, the only difference being that in every case—goods or passenger train or whatever it is—if it is five minutes late it is an engine failure, and in your mileage is included light and assistant. In the train mileage on the London and North-eastern there is no light or assistant charged. Therefore, to the extent of it being five minutes, and losing the light and assistant mileage, that is all in favour of the New South Wales railways. Now, the failures, as I said in your case, were one every 4,225 miles, and in the other case they are one every 40,000. That is such a remarkable difference that some explanation really is required outside the question of water. In New South Wales, any passenger train five minutes late, or goods train ten minutes late at destination, or even at intermediate station, by locomotive causes, is deemed an engine failure, and generally some part of the engine is blamed. It is, however, known that frequently mismanagement of engine is the real fact. Over 100,000 miles are run by New South Wales engines per failure causing engine to be changed for another engine.

2586a.—With regard to your coal, will you tell me if you have any system by which the coal is weighed when it is used in the locomotives?—No, except for trial or special circumstances.

2587. Then who is responsible for the supply of coal?—The Comptroller of Stores.

2588. He is responsible for checking it?—For checking it, yes, in the main.

2589. How does he satisfy himself as to the amount of coal you have burnt, and how it is used? Is there any means of checking it?—He has a complete check on the weight of the coal that goes to every steam shed, and there the Comptroller's responsibility ends.

2590. He simply provides you with coal?—Yes, the use of it is my responsibility.

2591. Then you are responsible for checking it?—Yes.

2592. What means have you got of checking the coal?—I have the weighing, checking the weighing done by the Traffic Branch.

2593. The coal is simply shovelled onto the locomotives?—Yes. We have only the estimate of the fuel man who puts the coal on the tender as to how much he has put on.

2594. Then it simply goes?—That is so.

2595. You have so much coal, and that coal in course of time disappears, and you assume it is burnt by locomotives?—Yes.

2596. Now, your coal consumption is high, is it not?—I do not think it is high, having regard to the work that the engines do.

2597. But it is high?—It would appear high compared with English figures.

2598. But, first of all, it is high as compared with any of the other railways in Australia. It is very high as compared with any of the railways in Great Britain. Of course, you may be able to explain why it is high, but, in the first place, it is high?—Yes.

2599. The coal consumption is 85 lb. per mile, as against Victoria, 73, Queensland 60, New Zealand 56, and the whole of the British railways 54. Therefore it is high?—It is higher than the British railways, certainly.

2600. Very well, then. It is higher than the other railways in Australia as well as the British railways?—Yes.

2601. I must ask you how you explain that?—I will explain it by the larger tractive effort, the difficult roads that we have, both with regard to grades and to curves.

2602. But I presume the loads are arranged to suit the gradients and the curves?—Yes.

2603. We will take, first of all, your tractive capacity, to which you apparently attach importance, and, as I say, I have worked out that if the London and North-eastern tractive effort was similar to yours (23,751), then the coal consumption, according to your argument, would be increased from 58.05 to 68.53 lb. per engine mile, and the difference still is great—68.53 against your 85.18—which is bringing the tractive effort up to the tractive effort of your railways?—Yes.

2604. Of course, from that point of view a good deal of argument might be brought into it, but, taking your view, that is how it would present itself?—Yes.

2605. However, you have prepared in your memorandum which has been sent to me the coal consumption of the New South Wales railways compared with what you consider to be a corresponding area or railway in the United States of America, the eastern district?—Yes.

2606. Now I have the figures for 1922 and 1923, and I have taken the figures of 1923 and compared the consumption of coal per thousand gross ton miles hauled in both cases, and that seems to be a standard that nobody could grumble at. Now, the average coal consumption of the New South Wales railways per 1,000 gross ton miles, including engine and tender in both cases, is 290.3 lb.; and for the eastern district of the United States of America, 159. That is taking a railway which you yourself have selected, and taking it on a common basis which nobody could help agreeing with. There is no question of tractive effort and what it does?—Yes.

2607. Can you tell me what attention is given to engine-cleaning, the cleaning of your locomotives. What is your practice?—Our passenger engines are kept in fairly clean condition, but the goods engines are not kept clean.

2608. And that is your system?—That is our system based on the need for economy.

2609. I was going to ask you that. What do you calculate you save by this system of not cleaning your engines?—I would say certainly not less than £200,000 a year, and that is a very conservative estimate.

2610. Is there anything on the other side of the balance-sheet;—is an engine that is kept—I think you will forgive me for saying—in the dirty condition in which yours are kept, just as easily repaired, and are they as well looked after from the maintenance aspect as if they were well cleaned?—I do not think if they were well cleaned that we would get another mile out of them.

2611. You would not get any less failures?—I think not.

2612. You calculate you save £200,000 a year by having dirty engines?—That is so.

2613. You do not paint your engines at all?—We give them a coat of Black Japan.

2614. But you do not do what people usually call painting?—No.

2615. Or what a railway chief mechanical engineer usually calls painting?—No.

2616. What do you save by that?—I can paint an engine and tender here for about £45.

2617. What do you save by not painting your engines?—I just save that £45, and the time the engine would have to stand for the paint to dry, that is all.

2618. I suppose your engines, at any rate, would not come in for a heavy repair oftener than once every two years?—No.

2619. Would you think that you saved £20,000 a year by it—by the non-painting?—Yes, about that.

2620. I suppose you would say that if you painted them you would have to keep them clean?—I do.

2621. And that would hurt you?—The putting £45 worth of paint on an engine and then letting it go to destruction in a very short period.

2622. You have a bonus system in your workshops. To what extent is that carried out?—From memory it is about 14 per cent., but I have a return compiled giving the exact figures.



2623. I notice here on an extract I have got of a board meeting in which the Chief Commissioner draws your attention to the fact that you have only 8.6 per cent. This is in 1923, on your locomotive side. Do you agree that those figures are correct?—Yes.

2624. That is much less than 14 per cent.?—The bonus is an increasing thing, slowly increasing.

2625. You do not do so much on the carriage side as on the locomotive side?—Not quite, but we are increasing there.

2626. That did not exist in 1914, and to that extent things ought to have got better?—Yes.

2627. You have got a good increase in machines in your shop since 1913?—Yes.

2628. There are a great many more new machines installed?—Yes.

2629. That ought to have reduced the cost of repairs?—Yes.

2630. And you hope to be able to increase the number of men working on the bonus system?—Yes.

2631. There is a large percentage in your foundry working on bonus?—There is where the greatest quantity of bonus work is done.

2632. Do you contend that you do your work very cheaply in your foundry?—Yes, cheaper than anywhere else in New South Wales.

2633. I notice you work on a unit system. Can you tell me what this unit system is based upon?—It is based on the known amount of work of various kinds and descriptions that can be done by the average workman within a given period of time, the times being different for the locomotive, for the carriage, and for the wagon sections.

2634. You have given me a statement here which is intended to represent the basis upon which you work, and it tells me here that one unit equals 160 hours of direct labour?—Yes, that is on the locomotive side.

2635. I am looking at the locomotives. I am dealing entirely with locomotives with you up to the present time. It looks to me a little complicated to carry out. Do you find it so?—No; as a system introductory to the cataloguing system such as was in use on the Great Western Railway, and I know is in use on the Pennsylvania Railway, I think it is a good system.

2636. Do you use it as a means to tell you whether you are getting improved work out of your shops in one period as compared with another?—Yes, output.

2637. That is to say, whether you are getting more work out of the men at one period than another?—That is what it does, precisely.

2638. When did you institute this?—I think it was the end of 1916, or the beginning of 1917.

2639. How did you determine the amount of work in direct labour which could be taken over those different portions of work connected with the locomotives?—By having it watched by men selected for the purpose and checked afterwards by the loco. works manager.

2640. And this statement here represents what he considered was a fair length of time?—In every case.

2641. And that was done in 1916 or 1917?—I say that from memory, but I am not sure of the date.

2642. Is it the same now as it was then?—The principle is the same.

2643. But I mean are those times the same;—is it still 160 hours direct labour one unit?—Yes. The time that constituted a unit was fixed at 160 man hours in 1917, and all the principal large units of work were assessed proportionately. The object of the unit system was to provide a means of checking the proportion of output to workmen's time, as, on account of the rapid variation in wages rates—since the war—actual cost was not a criterion.

2644. And that is carried out to-day as you commenced it?—Perhaps I may be permitted to correct a mistake. We did have some little difference in the exact number of hours to begin with as the unit, and after having had an investigation by our present Chief Accountant, the present hours were set as a standard. I think, from memory, that it was 150, and then went to 160.

2645. When was that change made, at the beginning?—No, about three years ago.

2646. You commenced this in 1917 and changed it in 1920?—Yes, the change was a small item.

2647. You say it was a small item to change from 150 to 160 hours?—Yes.

2648. Do you mean that before that the work was done in a less time than now?—No, it was on account of the computation, or the estimate of the job having been not quite correct enough. It was found by experience that it had to be amended.

2649. Then your unit before 1920 was not correct?—No, it was capable of amendment and was amended.

2650. Then you could not compare anything done under it to-day with anything done before 1920 because the basis has changed?—According to unit, no.

2651. But since 1920 it is the same; there has been no change?—As I said before, it looks to me a very complicated unit, but you are satisfied that it is not?—I am satisfied that it is not complicated. Of course, I admit that it is not the equal of the cataloguing system, but that takes years to systematise.

2652. Of course, you yourself are not responsible for getting out the amount of units in labour that had been carried out in your shop in any particular time?—I consider myself responsible.

2653. Of course, you are responsible for everything, but I mean you do not do it yourself?—No.

2654. Is it done by your accountant or by your foreman, or how is it carried out?—It is done by the sub-foreman first of all, the foreman next, the works manager's assistant, and then the locomotive works manager.

2655. It comes from the sub-foreman, who gives certain particulars to the foreman. Does he do anything himself?—He has a system of job cards, and a method of setting the workmen to their work, and the amount of work and the particular job which the workmen have to do. We have a system whereby the work to be done by any workman, such as, for instance, blacksmiths and strikers, is set forth on a card with the date and time, and on another card is recorded the fact that such a card has been issued to such workman or workmen. That is the sub-foreman's duty.

2656. The amount of work the man has done?—Yes, and he is also responsible for seeing that the man does his work properly and within a reasonable time.

2657. I would just like to get a little bit nearer the explanation of this, if I can. We might take it in this way. Here is a heavy repair for a "G. Hunslet." What does that mean?—That it was built by the Hunslet Company, Leeds.

2658. "Heavy repair to a G. Hunslet, 21½ units of direct labour." I understand that is a heavy repair. Of course, a heavy repair might not mean exactly the same to another G. Hunslet engine that came in?—No.

2659. It might be a little easier or it might be a little worse, but I suppose you take that as an average?—Yes.

2660. Now I suppose that that heavy repair will take perhaps two months?—At an out-station, yes. If it was done at Eveleigh or Honeysuckle it would take a lesser time.

2661. Does this unit of work apply in the same way at an out-station as to Eveleigh?—Yes.

2662. Although it takes a longer time at the out-station than at Eveleigh?—Yes.

2663. That does not sound quite right?—For this reason, that at Eveleigh and Honeysuckle the cranes are available for the purpose of de-wheeling an engine straight away, while at an out-station that work would have to be done by jacks and packing.

2664. I see, but you would not compare an out-station with Eveleigh or Eveleigh with an out-station?—No.

2665. I suppose you assume that the conditions are comparable, because you compare an out-station with an out-station and Eveleigh with Eveleigh, so I do not think there is much point in that?—No.



Witness—E. E. Lucy, 5 August, 1924.

2666. I am talking about the same place. You brought in another place. I say you would not compare Eveleigh with some other place?—No.

2666A. Therefore, taking Eveleigh, a G. Hunslet engine at one time would be different to the G. Hunslet engine at another time?—Yes.

2667. To that extent the units would not be comparable with the amount of work you have done?—No.

2668. Are there any supplementary units as well as that repair?—No. That should be the sum total of all the units performed on that engine.

2669. What are supplementary units for?—Supplementary units are to cover work involving alteration in design and special repairs of infrequent nature, such, for instance, as fitting of new cylinder.

2670. Then they are really in addition to a heavy, medium, or a light repair?—Yes.

2671. They are entirely separate?—Yes.

2672. These additional units here are not meant as additional to those?—No, but I see you have the erecting shop unit there.

2673. On this first page you show that a unit is 160 hours direct labour, and you show down here, for heavy repairs, medium, and light repairs, and supplementary units, what each of these are allowed in the number of units for the work done to repair the engines?—Yes.

2674. And I presume that if I take this heavy repair for any of the classes of engines?—A.C., C.G., Z 17, &c.—and I multiply 160 hours at 18.63, I get the number of units which it has taken to deal with that heavy repair?—That is so. That is the estimated amount of time it should take to make that repair.

2675. Now I see here that there is a class for supplementary units, and then I look on the next sheet, where there are additional units, and I see No. 1, and there are certain additional figures here. For instance, two cylinders removed, you have got 42 of the unit. That, of course, is nearly seventy hours direct labour?—Yes.

2676. Has that got to be added to this?—Yes, in case that engine had to have repairs supplementary to pulling the cylinder out.

2677. Therefore, for a heavy repair you will get nineteen units for that, if it had to have its cylinders removed?—Yes.

2678. And if it had one cylinder removed, you would get something for that? If it had any of these things done you would get those additions as shown in No. 1.?—Yes. They are precisely parallel with the system of some of the English railways.

2679. You call it a heavy repair?—Yes.

2680. But if it is a new ashpan, is not that part of a heavy repair?—It may be, but not necessarily.

2681. If an engine came in for a heavy repair and it had new tyres or a new ashpan, you would not call that part of a heavy repair?—Yes.

2682. You say you add this to your heavy repair?—Yes. Some engines come in for heavy repair. Their cylinders are firm in their frames and in good condition; nothing has to be done to them. Another engine comes in, whose ashpan has run over some object, or it may be that it is corroded, and it has to have a new ashpan.

2683. You do not call that part of a heavy repair?—Not necessarily.

2684. What is a heavy repair?—A heavy repair is the carrying out of repairs which locomotives require after having run the average maximum number of miles of its class.

2685. But I notice here, that, no matter whether it is a heavy repair or a light repair, if it does any of these things, it gets the same amount added to it?—Yes, the cataloguing system does the same.

2686. Are the stores under you or the Comptroller of Stores?—The Comptroller.

2687. Do you refer to any particular place when you say that?—Yes, more particularly at the store at Eveleigh and to the store at Newcastle, and the assembly room now in the works at Eveleigh. Those are under the Comptroller.

2688. Of course, the stores at your out-stations are not under the Comptroller?—No.

2689. You are talking now about stores in your workshops?—Yes, the assembly room or stores in which we have large quantities of material, manufactured for the use and repairing of locomotives.

2690. I am talking about your general stores. Is that under you or is it under the Comptroller?—Under the Comptroller.

2691. That is as far as your workshops are concerned?—That is so.

2692. Because, outside it is under you and not under the Comptroller?—That is so.

2693. But as far as your workshops are concerned, the stores are under the Comptroller?—Yes.

2694. How do you deal with the scrap which you have? You are continually making a large amount of scrap in your works. How do you deal with that?—Cast-iron scrap goes to the foundry, brass metal scrap goes to the foundry, white metal scrap goes to the metal shop, and some portions of the wrought iron and mild steel go to the forge to be piled and made into forged piled iron.

2695. I want to know generally how you deal with your scrap?—The rest is sold.

2696. Part of the scrap is used by yourself and part of it is sold?—That is right.

2697. The scrap which you use yourself, is that all weighed and debited to the particular shop or work that you are using it for?—Yes.

2698. Who does that?—The stores and the foundry.

2699. Your own store?—Yes.

2700. Under the Comptroller?—No.

2701. Have you any return sent you regularly of the amount of scrap that you have used or accumulated at different parts of your line?—Yes, I have that carefully kept.

2702. Who sells the scrap which you sell?—The Comptroller.

2703. Then really you hand it over to the Comptroller?—Yes.

2704. Part of the scrap you use yourself and part you hand over to the Comptroller?—You do not sell any of it?—No.

2705. Do you get a credit for the scrap which is handed over to him?—Yes.

2706. At the price he sells it at?—Yes.

2707. Have you got a statement as to the amount of scrap which is handed over to him?—I have no statement here with me, but I can get it.

2708. You get that regularly?—Yes.

2709. And the amount of credit which you get for it?—Yes.

2710. I am still keeping to locomotives for the moment. All the running-shed work and locomotive work outside, of course, is under you, but directly under the Loco. Superintendent?—That is so.

2711. Is he responsible for the repairs?—Yes, the running-shed repairs.

2712. And the supervision of all the locomotives in those various divisions that you have shown here?—Yes.

2713. Then it would be better to question him upon any detail of the work carried out there?—I think I can answer most of the questions.

2714. Still, he is the man who is directly responsible to you for the work done out there?—He is.

2715. Now, I assume your accountant is a very important man to you, and he, I understand, keeps all your statistics; he has to draw your attention to anything which may show an increase of cost?—Yes, he is continually in touch with me.

2716. But he does regularly bring before your notice the increase in the cost in various cases?—Every month we go very carefully through every item of expenditure, check it through, make all the comments necessary on each item, and then send it down to the Chief Commissioner.

2717. Then you will have noticed that your maintenance costs have rather gone up of recent years?—Yes.



2718. I see you have got an officer here who deals as far as I can see with nothing else but suggestions and inventions; is he fully employed?—He is.

2719. What sort of work is he employed upon?—We have a system on these railways whereby suggestions sent in by members of the staff for the improvement of anything that they think can be improved on the railways, are dealt with by a suggestions board. Then this board having found a suggestion apparently of interest or value to the locomotive department sends it addressed to me. Then it goes to this inventions and suggestions officer, who looks into the thing first of all from the practical point of view, and then he makes out a report.

2720. This is not a board, this is an officer?—No, the board has first of all selected this suggestion and sent it to me as something which the board considers the locomotive branch should give consideration to.

2721. And eventually it gets to this officer?—Yes, that is so.

2722. And he only gets suggestions and inventions which have gone from the board and been approved by you, and then he has to inquire into them?—That is so. He inquires into them with a view to discover if they are worthy of being used. He then makes a report which I get. Finally, if I approve that the suggestion be given a trial, that goes through the board again, and it is the duty of this man afterwards to trace the suggestion through the shops and its performances when it is actually in being.

2723. Is that all kinds of suggestions and inventions in connection with your department?—All kinds.

2724. Locomotive, carriage, and wagon?—Yes.

2724A. He must be a man of wide experience?—He is.

2725. What experience has he had?—We generally select a man who has had good bench experience, factory experience, and has been a teacher or inspector, or has had some occupation of that kind.

2726. Do you say carriages and waggons?—Yes, from drop pits to upholstery.

2727. Is he a workman?—He has been.

2728. What do you pay him?—I cannot answer that question at the moment, but I think it is somewhere in the vicinity of £350.\*

2729. He is not a technical man?—He is. He is a man who has served his time in the factory. He has worked in the factory, and he has risen up through the ranks.

2730. Has he passed examinations?—Yes.

2731. And he is worth £350?—I do not want you to take that as an accurate answer.

2732. However, he is fully and usefully employed?—Yes, we could not do without him.

2733. But if you try out all these inventions, is that not rather a responsibility?—We have had remarkably good results from some of the inventions.

2734. And some remarkably bad ones from others?—There is a percentage that has had to be thrown out.

2735. I have got a good deal here in connection with water, but I have asked you a question, too, about that; is there anything you would like to add to whatever you have mentioned in the memorandum you have sent me?—There is just one thing I would like to add, namely, a scheme that the Chief Commissioner has under consideration at the present time to dam the Mulwong River at Goulburn, which, when done, will have a very beneficial effect on the running of trains on the southern line.

2736. You agreed at the beginning of our interview this morning that on the capital value of your engines you put at thirty years' life, you would have to expend over £231,000 or build forty-five engines?—Yes.

2737. As a matter of fact, of course, you have not done anything of the kind?—No.

2738. And I see, taking the number of engines which you have built, that forty-five engines which should be built every year was assuming you keeping up your stock of engines or locomotives as it stands to-day?—Yes.

2739. But if you take from 1912—that is 1913, and so on—your miles open for traffic was 35 per cent. increase, and

that would necessitate more engines being supplied for working that traffic?—Yes.

2740. And, therefore, the increase in the number of engines which was supplied would only equal the necessary increase owing to the miles opened?—That is all.

2741. Therefore, in dealing with the number of engines which had been built in that time, you would have to take off that increase?—Yes.

2742. You would have to take off the increased number of engines?—Yes.

2743. Therefore, if you add that, instead of building at the rate of forty-five engines to keep up your stock, you had been building more like sixteen. Therefore you have not been maintaining the stock, and the consequence is that you have got a number of obsolete engines?—That is so.

2744. Do you agree with that?—Yes.

2745. I suppose you are responsible for fixing the loads of the trains?—All trains.

2746. And the length of the trains?—Yes, there are other factors, though in regard to the length.

2747. You mean that the traffic people sometimes limit them on account of the refuge sidings?—Yes.

2748. But in some cases you limit them?—Yes.

2749. What is your limitation governed by?—With regard to the seventy waggons that I have fixed upon mainly on account of the Westinghouse brakes, pumps, reservoirs, &c.

2750. Has the strength of the draw bar got anything to do with it?—No.

2751. Then it is the brake power really that governs it?—Yes, the fact that we have large numbers of little old engines whose pump and reservoir equipment is so small as to be incapable of supplying the air for more waggons.

2752. To get to the end of the train?—That is so.

2753. You agree that you have got a very large number of various class of engines which you would be glad to reduce?—Yes.

2754. Have you satisfied yourself with regard to the standard engines that you would require in the future?—Yes.

2755. I do not think I will go into this now with you; but I would like at an early date to go into the question of the standard engines which you propose in the future?—Yes, I have the diagrams with me now.

2756. I will not go through them now, because it would take an unnecessarily long time; but I would like to go through them with you. In deciding these engines, I would like to ask you whether you have considered other types of engines somewhat different to what you have got—that is to say, a three-cylinder engine?—Just prior to the war we had some negotiations with Messrs. Williams Adams for the purchase on trial of a Garratt engine from Messrs. Beyer Peacock, which fell through. Then, later on, we had some consideration of the Mallet engine for doing our heavy work between Penrith or Valley Heights and Katoomba, but the fact that the Mallets have to be run at such a miserable speed down the incline back to the depot at the base of the incline caused us to give that up.

2757. How did the Garratt engine fall through?—I think it was due to the war, as far as I can remember, and also to the fact that the pre-war cost of the Garratt was ton for ton about twice.

2758. Not because you disapproved of the principle?—No.

2759. You know that the three-cylinder engine is growing in use in Great Britain and America. Have you considered that at all?—Yes, I have considered it, but not as far as making designs is concerned.

2760. Not favourably?—I would not say that.

2761. Then you have not disapproved either of a Garratt or of a three-cylinder engine?—No.

2762. There is one question I want to ask you in connection with engine failures, and that is with regard to broken tyres. Have you had a good deal of trouble with broken tyres?—I have had several cases of tyres breaking—I think I have had thirteen tyres break on the N.N. class. Those are the largest express passenger engines.

\* Subsequently found to be £460.



Witness—E. E. Lucy, 5 August, 1924.

2763. Is there any particular reason why they should break on that class?—I cannot at present find a reason. I might say this, that they have in all cases broken at a stud fastening. They have been tyres by famous makers. I have not been able to discover anything to account properly for their breaking.

2764. Could you give me a list of the tyres that have broken in 1923 and 1924, up to the present time?—Yes, and the research officers' photographs and remarks, if you would like them.

2765. Yes. I notice on an express train to Albury on 23rd July a tyre broke?—Yes.

2766. And on the same day, on another train, another engine tyre broke, over which 60 minutes were lost?—Yes, there are two cases.

2767. One caused a delay of 11 minutes and the other a delay of 50 minutes?—They are both the same case. One is a direct delay, the other is an indirect delay.

2768. How is it the total time loss due to locomotive in one case is 11 minutes, and in the other case is 60 minutes, if they are the same case; and one is on the No. 1 limited express, and the other is on No. 4 express, 11.5 p.m., Albury to Sydney; one is Sydney to Albury, and the other is Albury to Sydney?—Yes, that is so. The tyre which caused the direct delay of 60 minutes was the 11.5 p.m., Albury to Sydney. He lost 29 minutes at Cootamundra, because of a broken tyre on engine N.N. Although the tyre burst, it did not come off the wheel; it burst a few miles away from Cootamundra, and he crept slowly on into Cootamundra. The delay to the tablet instrument caused the other train to be delayed 11 minutes. He was not there at his proper place with the tablet owing to the broken tyre on the other train.

2769. You will give me a list of those tyre failures?—Yes.

2770. Your total stock of carriages is 2,169?—That is so.

2771. And the number of different types is 107?—That is so.

2772. That is a large number of different types of carriage, is it not?—Yes, it is.

2773. Your total capital cost for carriages I have got as £3,514,054. Now, what would you say was the lifetime of a carriage?—I think a fair lifetime would be thirty-five to forty years.

2774. What sort of a carriage would that be?—I have in mind carriages here of about the age that I have mentioned, in fair running order.

2775. I think perhaps I would like some other answer to the question I have put. I do not think you have really answered it. I asked what kind of carriage—I mean, what class of carriage is that you refer to, that will have from thirty to forty years life?—A sleeping car—sleeping car types, without side doors, whose sides are continuous, whose under-frames are continuous.

2776. Would a suburban carriage that ran in local traffic last as long as that?—It would be becoming very decrepit in its fortieth year of life.

2777. You have no six-wheel carriages on your lines, I suppose?—No.

2778. They are all bogey carriages?—All bogey carriages.

2779. If we take your carriages at forty years life you ought to spend in renewals every year £87,851, on your present stock?—Yes.

2780. I suppose you send in an estimate for your coaching stock in the same way as you send an estimate in for your locomotives?—Yes.

2781. Have you got a copy of the estimate which you sent in in 1923?—I think I handed that statement in this morning.

2782. I have the statement here. Under what heading in this statement would renewed carriages come?—Those that you are looking at are, I think, new carriages for electrification.

2783. You have got at the head of this statement, "Salary of general staff, wages of employees generally, running expenses, repairs and renewals of locomotives, carriages, waggons, and materials, included as under."

Do you say that some of the new electric carriages are included in this?—No, I beg your pardon. I thought you had the other return. There would be no electric carriages in that statement before you.

2784. Then what figures have you got for new carriages in this statement;—what amount of money have you asked for for new carriages?—(Looking at statement): None; there are no new carriages there.

2785. Did you ask for any sum for new carriages in the following year, 1923-24?—I think not, because it was agreed that our dearth of carriages mainly existed among the suburban stock, and as we were going to electrify, that we should spend the money on the electric motor stock, and put them on temporarily in the steam service, because we had to draw upon the country carriages; that is to say, the side door lavatory carriages, and run those to the extent of pretty nearly 100 a day in the suburban service. We therefore spread out on suburban cars for that reason, and we built 101 of them in Australia, and we have fifty coming at the present time from Leeds.

2786. Then you are really replacing your carriages by the expected new electric stock which you are ordering?—That is so.

2787. When you get that new electric stock do you expect to be able to break up some of these older carriages?—Yes.

2788. How many carriages will be ordered in connection with the electric requirements?—Three hundred.

2789. And how many years do you expect it is going to take before you will be able to utilise this 300?—We shall get them by the end of 1926.

2790. You expect to get them by the end of 1926?—Yes.

2791. And do you expect to deduct from your present stock a similar number to what you get for the electrification; that is to say, do you expect to superannuate 300 when you get these 300 by the end of 1926?—Somewhere in that neighbourhood, yes.

2792. Would you say that you are well supplied with carriages at the present time?—No, we are very short.

2793. But you will not have any more at the end of 1926 if you break up an equal number to the number that you get, will you?—No, if we break up an equal number we shall not, excepting that the new carriages are of very much greater carrying capacity, carriage for carriage.

2794. You will have more seating accommodation?—Yes.

2795. What sized trains will you have when you get this electric traction?—We shall have our trains made up from units of two, one motor, one trailer, one motor, one trailer.

2796. If it is going to be successful, you will expect to carry a great many more passengers?—Yes.

2797. And they will occupy the increased seats?—Yes, probably they will.

2798. Then you will be just as badly off in point of number of carriages as you are to-day?—Undoubtedly; in addition to the carriages we are getting from Leeds and that we have built of the suburban type, other country carriages will have to be built.

2799. Is that for replacing old stock, or increasing the stock?—Both. I think both.

2800. In your opinion, the stock then to-day is not adequate for the service in point of numbers?—That is so.

2801. How do you come to that conclusion; is it by the difficulty of getting them through the repair shop?—Yes. The traffic people are for ever urging me not to have beyond a certain number of carriages in the shop; and I have to turn them out for holidays—clean the shops right out—at Christmas and Easter, Eight Hour Day, King's Birthday.

2802. You would always expect to have to do something of that kind at holiday time, would you not?—Yes.

2803. But at ordinary times are you very much in the same condition?—Yes. The most undesirable thing, to my mind, is having to run side-door carriages on the suburban lines every day, because suburban passengers do ill-treat the carriages.



2804. I have been round your carriage shops, and they struck me as being very congested and rather difficult to get carriages in and out of—do you agree with that?—They are very congested.

2805. And when the suburban electric line is completed it will make your carriage shop even worse than it is at present?—Yes, it will deprive us of one long outside siding.

2806. Then do you consider there is an immediate need of new carriage shops in order to carry your work on economically?—I do.

2807. Where do you propose to put them?—At Chullora.

2808. Is there a suitable site there?—Yes, purchased by the Commissioners some years ago for the purpose.

2809. When the electric carriages are brought into use, where are you going to repair them?—At a shop at Chullora, which is under erection at the present time, known as the Electric Car Shop. It is as nearly as possible a mile from the boiler shop at Chullora which you inspected a few days ago.

2810. When do you expect that to be completed?—By the end of this year.

2811. You say that it is proposed, if you go to a new site for your carriage works, to go over to Chullora. Will they be adjoining these carriage shops?—Right up against them.

2812. Adjoining them?—Yes, deliberately done in order that upholstering and car-trimming and work of that sort may be done in the carriage shops proper for the use of the electric car shop.

2813. You will not keep them entirely distinct?—So far as management goes, yes.

2814. But so far as dealing with the upholstering, you say that will be done in the main carriage shops?—Yes.

2815. The electric carriages are of steel?—Yes.

2816. Have you in your mind the future types of carriages that you will use?—Yes.

2817. You are not going to continue these 107 different types, I suppose?—No.

2818. How many will you hope to reduce that to?—Exclusive of suburban cars and brake-vans, to about seven classes.

2819. Is that on page 24 of your report?—Page 25.

2820. I would like to go through these with you at another time in the same way as I propose to go through the locomotives. With regard to the cost of maintenance of your coaching vehicles, I notice that it is considerably higher than the cost for coaching vehicles in other parts of Australia. Is there any particular reason why that should be so?—I have got here in the return before me that £192 is the average cost per vehicle in New South Wales; in Victoria it is £157; in Queensland, £146; South Australia, £179; Western Australia, £124; and New Zealand, £128. If your costs had been reduced 100 per cent. for wages and 35 per cent. for material, these are the figures which would compare with the English railways: £112 instead of £192 for New South Wales; the Great Western, £80; the London North Eastern, £85; the London Midland & Scottish, £75; and the Southern, £71. So you see you are higher in your maintenance costs than any of the other States of Australia, and you are considerably higher than any of the English costs. Can you account for that?—On the average cost per 1,000,000 passenger journey miles, if you will admit those figures—

2821. I think they are such debatable figures?—I thought we were giving an advantage in taking out the base figures as I have done there.

2822. If you could put your point concisely?—The average cost per vehicle in Great Britain is £112.

2823. Do you mean maintenance cost?—Yes.

2824. £112?—Yes. That is for the whole of Great Britain.

2825. You do not say that that is so to-day?—Not to-day.

2826. I do not know what that £112 is?—Maintenance, taking the whole of the British carriages and the whole of the cost.

2827. Sir SAM FAY: When?—For the year ended December, 1922. That is when the figure £112 prevails.

2828. Sir VINCENT RAVEN: Do you say that is the average cost per vehicle?—Yes.

2829. In 1922?—Yes, for the year ended 1922, for the whole of Great Britain.

2830. I have got the 1923 return, and it shows a very different figure?—The 1922 figures were the only figures that I could get hold of. For the same period partly, that is to say, for the year ended 30th June, 1923, in New South Wales our cost was £191 per carriage. Adjusted, our figure per vehicle comes to £120.

2831. Adjusted in what way?—By the 80 per cent. wages and 32 per cent. material. That brings out our cost to £120, or £8 dearer than the English carriage for approximately the same period. Calculated on the 1,000,000 passenger journey miles, the cost in Great Britain is £597, in New South Wales actually only £250, and adjusted by the 80 plus 32 per cent., £156.

2832. Are you satisfied that that would clearly represent what you wish to have taken down?—Yes, quite so. I am quite satisfied with the fairness of it myself. If I have erred in the 6 tons average tare allowed for the British goods waggon, I am open to correction.

2833. I think you are wrong with regard to the 1922 figures which you have taken. You have probably included in there new carriages charged to capital?—Would you like me to produce the sheets from which I got it?

2834. I think you had better show us how you got it?—I, unfortunately, have not brought those sheets down with me.

2835. You had better send and let me know how you got it. Where did you get it from?—It is from a return which is made out for the whole of Great Britain—Mr. Warren-King has one before him now.

2836. I am afraid you have included a lot of new carriages which would not be comparable with yours at all?—In getting that £112?

2837. Yes?—Have I your permission to show you the detail by which I got it?

2838. I can see how you got it. You have taken it from these figures, which include everything?—Yes.

2839. I presume that you will agree that a certain amount of your high costs is due to not having an adequate number of carriages, the congested shops, and a large number of different types?—Yes, and the very great mileage which is got out of our carriages.

2840. That is because you have not got a sufficient number?—It is quite a common thing for our sleeping cars to do 10,000 miles for a month's work.

2841. Have you to get them out of the shop very hurriedly when they get in?—Yes.

2842. That is what I was told when I went round?—Quite true.

2843. You will agree that the English carriages are painted in a superior way to yours?—Yes, I will.

2844. A great many more coats of varnish?—Yes.

2845. And to that extent cost ought to be rather in favour of yours?—Just a trifle in our favour.

2846. But to the extent of the difference in painting?—Yes. You go about eleven coats of varnish, do you not, for your best stock?

2847. I think I said sixteen when I was down there the other day, and I think you said three?—Three and four.

2848. Who fixes the standard of carriages; that is, outside the mechanical parts? The mechanical parts, of course, you are entirely responsible for. Who fixes the standard of carriage that is required?—Our usual custom is to confer, the Chief Traffic Manager and myself, as to the accommodation, and then I make out in the drawing-office a few line drawings, examples of the accommodation shown in several schemes, and we then agree together that one of those schemes is better than the other ones, and we get consent by the Chief Commissioner, and the type and its accommodation are then settled.



Witness—E. E. Lucy, 5 August, 1924.

2849. The Chief Commissioner approves?—Yes.

2850. Standards are not settled so far as carriages are concerned without the Chief Commissioner's approval?—That is so.

2851. Then have these different types which you are going to show me been approved by the Chief Commissioner, or are they not in a condition to receive approval yet?—The carriages in all cases—the T.A.M., C.A.M., M.B.X., M.F.X., T.F.X.—those are all carriages that have been passed by the Chief Commissioner as standards.

2852. And he has agreed that they should be reduced to the number of types which you suggest here, forty-seven?—Yes. The Chief Commissioner gave me distinct orders some few years ago that no more country carriages with side doors were to be constructed, that we were to standardise corridor cars.

2853. Forty-seven would be a considerable number of different types?—Yes.

2854. You do not hope to get below that?—No.

2855. What is T.A.M.?—That is our standard type sleeping car; ten cabins, two passengers in each. The C.A.M. is a partial sleeping-car; it has three cabins at one end, and two cabins at the other, and the middle of the carriage is fitted for sitting passengers, so that the passengers may sit in comfort during the time that the conductors are turning the berth compartments from sleeping conditions to sitting conditions, or *vice versa*.

2856. I do not know that I am following you properly. I am talking at the present moment about the T.A.M., which you tell me is a sleeper?—Yes.

2857. Have you gone off on to some other type?—I was describing the C.A.M.

2858. For the moment let us confine ourselves to the T.A.M. That, I understand from you, is a sleeper?—Yes.

2859. And there are twelve different classes in that T.A.M.?—No, there are twelve vehicles, exactly alike, of that class.

2860. Then I was wrong in saying forty-seven different types?—I am afraid we have about that number now.

2861. No, you have a great deal more now?—I beg your pardon, yes.

2862. These seven types as shown on page 25 are all different types?—Yes.

2863. There are numbers opposite them which total up to forty-seven?—Yes.

2864. I thought that those were different types of that type. Do you mean that you are only going to have forty-seven carriages of that type?—No. That simply means the number that we have at present constructed and in traffic. That is forty-seven in traffic.

2865. Then you hope to reduce your types down to seven?—Added to those will be the A.C.X., which is mentioned in the paragraph below, which is a sleeping-car that does not demand the services of a conductor, one that can go along on branch lines and take care of itself.

2866. That is eight?—Yes. Then we would have the suburban cars, and in the suburban cars there are two classes, and in addition to that, there would be brake-vans, horse-boxes, hearses, motor-carrying trucks.

2867. Can you tell me what would be the total number of different types?—About twenty.

2868. Twenty in all?—Yes, about twenty in all.

2869. Instead of 107?—Yes. That should in the future be enough.

2870. Do you have many carriages delayed coming in to the shops, or are you able to get them into the shops as soon as they are required to come in?—We take them in straight away, except in the case of some unusual accident.

2871. With regard to the stores at your carriage shops, are those under your control?—Those are under the Comptroller.

2872. And you deal with the scrap material in the same way as you would deal with it at each of these shops?—Yes.

2873. So far as waggons are concerned, you do not build any new waggons at all?—Only sample ones. We occasionally build a new waggon, but it is very unusual.

2874. You practically get all your waggons built outside?—That is so.

2875. You prepare all the designs?—Yes.

2876. And you issue a specification and ask for tenders?—Yes.

2877. Who settles who shall get the order?—I make a recommendation and the Commissioners decide the contract, or contractors who shall have the work.

2878. It is not always on the lowest tender?—Not necessarily.

2879. Do you, in designing waggons, consult with the Traffic Department?—Always.

2880. Are the outside users consulted at all with regard to the class of waggon which is most suitable for them?—Yes.

2881. Your total stock of waggons is 21,731?—Yes.

2882. And the different types, eight-three?—Yes.

2883. Now, all those waggons are repaired by you?—Yes. With the exception of a few that are sent to contractors.

2884. A few are repaired by the contractors?—Yes.

2885. Have you got in your mind any age for waggons?—I think twenty-five years.

2886. If you were to renew on a twenty-five years' life you would have to spend £208,973 a year?—Yes, about that.

2887. To keep your capital up?—Yes.

2888. You send an estimate in in the same way for waggons as you do for carriages and locomotives?—Yes.

2889. Have you got anything in this statement before me for new waggons?—I do not think so.

2890. In 1923 did you buy any outside?—Yes, we did. We have a contract running for 300 waggons of the 10 tons 8 cwt. tare weight capacity to load 25 tons.

2891. In 1922 did you get any built outside?—I think in 1922 we were just getting to the end of a contract for 1,516 steel waggons of 16 ton capacity.

2892. How would those be paid for; in the estimate that you would send in, or in some other estimate?—They would be paid for from loan.

2893. A capital charge?—Yes.

2894. And they would not be included in your estimate here?—No, only a few for replacement.

2895. But this figure that we were talking of, £208,973—that would be replacements, would it not, to replace the stock?—I have the figure here, the amount included in the branch estimate total of £57,970.

2896. For waggons?—Yes. That was the amount forwarded to Parliament; that was not amended or altered in any way. The actual expenditure was £28,762.

2897. Why did you spend so small amount of the amount that was agreed to by the Treasurer?—I think because the amount was not made available until very late in the financial year.

2898. Were those all built outside?—All of them.

2899. You say you could not let the tender outside until late in the financial year?—That is my memory of it.

2900. Owing to the money not having been passed previously?—That is so.

2901. Then does that explain in other cases, so far as you remember, why you have not spent the amount of money which the Treasurer has agreed to be spent?—So far as I remember, yes, that is the reason.

2902. Because your estimates sent in in June are not accepted until October?—That is so. There are four, five, or six months lost.

2903. But £28,000 worth of waggons would represent how many waggons; what does a waggon cost you, roughly?—One of the big waggons, roughly, £400.

2904. That only means a very small number of waggons?—That is so.

2905. And if they are built outside could not the contractors have built more than fifty waggons from October



to the end of the next June?—Yes. When once the tender is let and the material becomes available, the sheets and plates from Engand, and the rolled sections and the rest of the stuff from local makers they generally take somewhere in the neighbourhood of five to six months before the first waggon comes out. We have contractors here, one firm, that has given us over 100 waggons a month. Of course, they have not had the continuity of delivery chopped off or spoilt.

2906. But this is only fifty wagons built in twelve months; on the North Eastern they used to turn 200 new waggons out in a week. It seems almost incredible that you could not have got from the contractors here 100 waggons in twelve months?—Yes, we could get 1,500 waggons in the year from one firm.

2907. You say you were allowed to spend about twice as much money as you did actually spend?—Yes.

2908. I am trying to get out of you why you did not spend it?—The point is this, that having the money granted, ear-marked, there is always some time lost in the preparation and in the getting of tenders, and then in the importing of the material, so that the delay in passing the estimates in the early stages of the year spoils one's programme.

2909. If you had everything prepared in anticipation of the programme being agreed to there would only be the delay in the contractors getting their material in?—Yes.

2910. And they could just as easily get their material in for 100 waggons as they could for fifty?—Yes.

2911. So I do not follow why they could not have built more?—After the tender is let the contractor has to import his sheet and plates from Europe and that takes a long time.

2912. But why could not he import enough to build 100 waggons as easily as he could import enough to build fifty waggons?—He does not know that he is going to get the contract, and for some reasons of their own these contractors do not hold stocks of plates and sheets.

2913. I follow that; but he knows that he is going to get the order for fifty?—Yes.

2914. And he gets the material and he completes the order in twelve months; if he were going to order for 100 instead of 50, would not he possibly be able to get the material and execute the order in exactly the same time; having got the material there is no difficulty in completing the waggons?—No, in a way that is so.

2915. I should have thought that for the size of the railway 21,731 trucks was a very small number; are you short of waggons at all?—Only occasionally. At odd times we have a shortage of, say, sheep vans.

2916. Have you a large number of private owners' waggons?—Yes, I think the number is somewhere about 14,000.

2917. I suppose those are coal waggons entirely?—Nearly all of them, yes.

2918. Where do you repair your waggons?—At the Clyde repairing yard, at the waggon repairing yard known as Clyde principally. There all these heavy waggon repairs are done. A few are done at Newcastle, and at Bathurst, and Lismore.

2919. But the majority of your waggons, so far as the heavy repairs are concerned, are done at the Clyde works?—Yes.

2920. I have been to the Clyde works. I believe most of the repairing is done out of doors there?—Yes.

2921. Do you consider that an economical way of dealing with waggon repairs?—Yes.

2922. On account of what?—On account of the climate. We have a roof area there which enables us on the very few wet days that we have to concentrate work under that shed roof rather than have to send the men home. The climate permits us to work in the open air.

2923. So far as rain is concerned?—Yes.

2924. What about the climate so far as heat is concerned; is not there great heat working outside?—There is.

2925. And is not that almost as objectionable as working outside in the rain?—They do not seem to mind it.

2926. But they cannot work as well out in the blazing sun as they can in your shops; I remember you telling me when I was at your shops, when I remarked on the darkness of them, that they had to be darkened in that way on account of the heat. Now you ask men to work out in the open where there is no sort of protection, at waggon work?—Yes; they do not seem to mind it.

2927. A different class of man?—Yes, and it is a different class of work, in a way. He has no hot stuff before him like the moulder or the blacksmith.

2928. Do you think he would work a little harder if he were protected?—He might.

2929. I notice that, although there is not the difference that exists in carriages and locomotives between the cost of your waggons and those in other places, still they are the highest. Is there any particular reason for that? I am referring to waggons in Australia. Now, whatever the gradients and curves may be, the carriages and waggons are the same?—I think our waggons carry heavier loads—about 9 tons is our average waggon load. On the same figures as those which you permitted me to quote in regard to carriages, derived from a paper of this sort, I have the fact that in Great Britain waggons cost £11 8s. for maintenance.

2930. There again I think you are astray in your figures. However, you had better go on explaining, if you wish?—New South Wales, £18 5s., but when adjusted the New South Wales figure is £9.27. Then the average cost per million gross ton miles, waggon maintenance, is: Great Britain, £207; New South Wales, actual, £133, but when adjusted, £67.5. The average cost per million nett ton miles in Great Britain was £544; New South Wales, actual £321, but adjusted, only £163. The average cost per 100,000 waggon miles in Great Britain was £201; in New South Wales, £154; but New South Wales adjusted, £78.

2931. Those figures are so very different from those which are given to me that perhaps you will send me up exactly how they were made out, and from what they were taken?—Certainly.

2932. The figures I have here show that New South Wales cost, per waggon, £20; Victoria, £20; Queensland, £14; South Australia, £17; West Australia, £9; New Zealand, £13; the Great Western in England, £9; London and North-eastern, £10; London, Midland and Scottish, £6; the Southern, £9. I will therefore ask you to send me the documents from which your figures were compiled?—Very well.

2933. I suppose you sometimes visit other railways in Australia to compare notes?—Yes, occasionally.

2934. Or are you satisfied with your own, without going anywhere else?—No, we keep in very close comparison with Victoria.

2935. Do they repair their waggons outside in the same way?—Not to my knowledge.

2936. I notice that you have set out very fully your organisation with regard to boiler inspection?—Yes.

2937. I suppose you are quite satisfied that it is all necessary?—Yes, I am.

2938. Have you ever had any trouble with boilers having burst?—Yes, sir.

2939. And you have completely got over that?—I think so.

2940. Due to your system of inspection?—I think so—there is great care taken.

2941. You still do patching on your boilers?—Yes.

2942. To what extent?—Our largest patching work is the running in of that which is known here as sheathing, that is, the entire plating of the bottom of the barrel of the boiler from the front tube plate as far back as the throat plate.



Witness—E. E. Lucy, 5 August, 1924.

2943. Is that on account of the pitting of the bottom plates?—Yes.

2944. I understand that the electrical department is responsible for the electric motors in your works?—Yes.

2945. Does the officer in charge of that department order all the motors for you?—Yes.

2946. And does he look after them and repair them?—Yes.

2947. Would there be any difficulty in your carrying out this work yourselves?—No.

2948. Would you have to have a specially-fitted shop to do it?—I would.

2949. Do you find any difficulty in it being done by the electric department?—Not in regard to shop motors.

2950. I also notice that he is responsible for the carriage lighting?—Yes.

2951. But in the new electric stock you would be responsible?—Yes.

2952. In your opinion is it advisable or economical to separate that?—No. I think that the electric lighting of carriages in the steam service should soon be handed over to the C.M.E.'s branch.

2953. You would find no difficulty in looking after that?—No.

2954. Would it mean handing over some of the staff which the electric department have, or would you have to create a new staff?—No, I should ask Mr. Brain to transfer to me one or two of his specially-trained men now employed on that work; then I should be dealing with all the work in connection with our carriages myself.

2955. Sir VINCENT RAVEN: I don't think there is anything more that I have to ask you.

2956. Sir SAM FAY: You gave an answer to Sir Vincent with regard to your manufacturing account, and you said that everything was included in your costs of manufacturing, when comparing with outside prices?—Yes.

2957. Do you, of your own knowledge, know how these figures were made up?—No, I never made one of these figures up.

2958. You do not know what is included in the costs for comparative purposes?—I had the assurance of the accountant that all shop charges are charged on to these works, with, of course, this difference between the Government and the outside man, that we have no taxes and rates of the sort that he would have; neither have we profit.

2959. There are some local rates which you have to pay, are there not?—Yes, there are some rates, but not taxes such as he would have to pay.

2960. Do you know at what price scrap is charged to these manufacturing departments?—I would not like to give you that.

2961. Anyway, these figures are made up by the accountant?—Yes.

2962. Are the comparisons made with manufacturers in Australia or with those abroad?—In some cases, here; in others, abroad.

2963. With regard to the fixing of loads—you said that your limit was seventy wagon lengths?—Yes.

2964. Do you not yourself fix the load for speed?—Yes.

2965. And you fix the load for grades, I suppose?—Yes.

2966. But what becomes noticeable in the actual running of the trains is that very few of these trains convey the loads which you fix for your engine in consequence of length and various other things?—Yes.

2967. I take it that, apart from speed and grade and length, which you fixed at seventy waggon as a maximum, all these other restrictions are traffic restrictions?—Yes.

2968. Is there anything else that you fix, apart from those three?—No.

2969. You know, of course, what is happening, because you must have seen these figures. You know that in many cases—taking your main line between Sydney and Goulburn—you are 200 tons short of your own load?—Yes.

2970. Due to these various other factors?—Yes.

2971. Are not you running trains to-day in the suburbs of eight and ten carriages with your new stock—what will be your new electric stock?—No, we keep those in six-train sets.

2972. Those are only six-car train sets on the North Shore Line?—Yes, six of electric stock.

2973. Is it the idea when you electrify, that the majority of your suburban trains shall have six coaches?—No, some will be four, and some six, and some eight—two, four, six, eight.

2974. You referred to 300 new carriages being built for your electric service?—Yes.

2975. Will that cover your present suburban train service on lines which you are going to electrify?—No, it only covers a first period.

2976. What is that period?—It covers the first period of the Sydney-Waterfall, Sydney-Bankstown; that is, the Illawarra Line.

2977. Is that all?—Yes.

2978. That is a very small portion of your proposed electrification?—Yes, our complete electrification is 400 miles or thereabouts.

2979. Then is the idea that the Illawarra Line and the New City Railway shall be the only railways used electrically for some time?—I could not answer that question.

2980. I ask you that because you say you are ordering 300 carriages, and that they will be for the Illawarra Line?—Yes, but I could not answer that question as to when the other parts of the suburban line will be electrified.

2981. Have you authority to order 300 new carriages?—No.

2982. So far as you know, the Government have not agreed to it?—I know nothing about that phase of the subject.

2983. The Government have spent some millions of money in engines, workshops, and so on in connection with locomotives?—Yes.

2984. You have several thousands of men employed under you, and a big organisation?—Yes.

2985. The object of all that expenditure being to provide engines which will run safely, keep time, and be economical?—Yes.

2986. Do you consider that, having regard to your own minutes, everything is satisfactory and complies with those conditions?—No, I think that great improvement should always be made.

2987. Well, why is it not satisfactory? Why has not all this expenditure produced satisfaction in your mind?—Looking at it from that point of view, namely, from the point of view of safety, it has.

2988. With all the breakdowns you have, even on the basis of your own minutes—namely, fourteen breakdowns for your crack express in a month through engine failures?—No, I do not regard that as satisfactory.

2989. Why is it not satisfactory?—The leakages of tubes, the breakage of tyres, and of springs, and the shortages of steam—all such things are unsatisfactory, but, I fear, inseparable from railway working.

2990. Do you suggest that that is common to the railway administration in other parts of the world—to have so many failures as you show?—No, I do not think it is.

2991. I will take your own crack train—I assume you pay more attention to that than to anything else?—Yes.

2992. Well, if you cannot cure them, what happens to the rest of it? Can you suggest any reason why it should be as it is, or can you suggest any means of improving it?—One suggestion I would make is that we have the water dammed at Goulburn in the Mulwara River to give us a better supply of water.

2993. Anything else?—No, not that I can think of.

2994. That would not cure your tyre breaks, would it, or the breakage of your springs?—No.

2995. Have you no other suggestion to improve matters?—No.



2995A. Sir VINCENT RAVEN: I understand there is a meeting every morning at the Sydney Station, composed of the Traffic Officer and his assistants, and yourself?—Yes.

2996. Do you attend that meeting regularly?—Yes.

2997. It takes place about 9 a.m.?—Yes.

2998. It is supposed to go into a number of very important matters which have taken place the previous day?—Yes.

2999. That must take a bit of time?—Yes, I either catch the 9.25 or the 9.20 or the 10.5 out to Redfern. I call at the station there on the way from my home.

3000. Do not you find that a considerable task on you every morning to occupy so much time before you are able

Witnesses—E. E. Lucy, 5 August, and J. Kidd, 6 August, 1924.

to start your important duties as head of the very large department?—Yes, it takes a considerable amount of one's time, but it enables Mr. Hodgson, the Chief Traffic Manager, and myself to get a certain number of matters settled which would otherwise have to be the subject of correspondence.

3001. Do you think it necessary for the head of a big department to attend a meeting of that description every morning which prevents him from getting to his office before about 10 o'clock?—No, perhaps not.

Thank you, Mr. Lucy. I am much obliged to you.

(Proceedings adjourned till Wednesday, 6th August, 1924, at 10.45 a.m.)

#### SIXTEENTH DAY.

WEDNESDAY, 6 AUGUST, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

#### COMMISSIONERS:

Sir SAM FAY.

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Sir VINCENT L. RAVEN.

JAMES KIDD, Vice-Chairman, Producers' Association, Central Council, sworn, and examined, as under:—

3002. Sir SAM FAY: You are the Vice-Chairman of the Central Council of the Producers' Association. You are not prepared, I understand, to go through all the items which have been sent in by the association; you wish to speak on the financial side more particularly?—That is so. I was in Melbourne when the details were gone through. I am not quite *au fait* with them. They asked me whether I would speak to you on the general financial aspect of the matter. I did not get much time, so that it may not be as clear as it should be. The Producers' Association's Central Council are of opinion, amounting almost to conviction, that much, if not most, of the trouble and dissatisfaction with our railways and railway management, and which from time to time has led to inquiries such as the present one, is due to wrong methods of finance, and of making up accounts in connection with the system.

3003. WITNESS: I would like to submit for your consideration some aspects of the case as they present themselves to us.

First, what are the troubles. Second, what has led to the troubles; and third, how they could be considerably modified, if not removed.

First, what are the troubles: It seems obvious to the most casual analyser of the Railway Commissioners' annual balance sheet and report that their hands are so tied through Parliamentary enactments as regards labour and all material in use and political exigencies that it is impossible for them to exercise proper business control of the work and its results.

They are compelled to debit to their working-expenses heavy sums of interest on capital employed on developmental work, much of which is on political rather than purely business lines. We do not say that the making of many of those lines is unnecessary. We cannot expect the progress we should have until such lines are built, but the cost during a certain developmental period is out of place in the railways profit and loss account.

In the profit and loss account also are from time to time large sums of interest charged on works in course of construction—I do not refer to the making of new lines—the interest on capital cost of which is not charged to the Railway Commissioners until they are handed over complete. These interest charges have been greatly swollen because of the prolonged periods of carrying through the

work due to the financial arrangements of the Government stinting supplies—work is not expeditiously carried out because of want of money.

Now these evils lead to consequences most unfair to the Commissioners, who are judged on results beyond their control—unfair to the travelling public and users of the railways, and unfair to the general public, who imperially and parochially want to see progress rather than stagnation.

The Commissioners in struggling to make enough to pay the interest they do on the total capital employed are not able, because of the heavy charges they have to meet for temporary unproductive capital, to do as ordinary business men would do, namely, reduce freight and fares, spend more in making good wear and tear, and in making travelling more attractive to users, thereby stimulating the progress of the country, increasing its population, and production, and consequently its revenue, and checking the lamentable drift which has been too apparent lately of population from the country to the cities.

Not like England, which is a manufacturing country, this country is above everything a country for the primary producer, and our railway policy and management should be specially directed to promote this. When we come to consider the position and development of other countries where there has been private, if I may so designate it, rather than political, control of the railways, we are forced to admit that our progress and theirs are not comparable.

Private control means business control pure and simple, shareholders of such companies are too critical to admit of there being anything else—and political control, what does it mean? Very often the opposite of business control, and half the shareholders, namely, the public, do not bother their heads about results—the other half scramble over so many bones of contention that the railway bone does not get the thought it should do, but it provokes grows from all parties, nevertheless, that the Commissioners have not managed their charge to sufficient advantage.

Second, what has led to the troubles: At a recent conference of graziers, one of the members, an M.P., said: "Many of the lines which are supposed to be run at a loss are really running at a considerable profit to the State. I will give you an instance, the Wyalong-Cudgellico line. That line, according to the Commissioners—and perfectly rightly—is actually run at a loss to the



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Commissioners of £8,000 per year. I got Mr. Buttenshaw to put a question to the House, and I find that the revenue to the Lands Department, owing to the construction of that line, actually increased £13,000 per year. That shows that the Government, instead of having a loss of £8,000 per year is really obtaining a profit of £5,000 per year on that item alone; but, in addition to that, there is a very large increase in production, and a very large increase in taxation paid through the Income Tax Commissioners, and other amounts. Wheat farmers in that district in 1920—three or four of them—paid more than the loss on that one line, and their wheat would never have been grown if that line had not been there."

This is a typical example of the difficulties the Commissioners are up against, and is only one of many. Some forty-five different lines are working at a loss of something like £981,000 a year, according to the Commissioners' annual report of 1923.

The present method of finding supplies of money for railway construction purposes is another.

The carrying out of the works is too much dependent on the financial position of the Government as budgeted from year to year.

Experience shows that supplies by the year are uncertain, inadequate sums being allotted, and in consequence works prolonged far beyond the reasonable time of completion, hence much loss of interest to the country, and much prejudice to the balance sheet results of the Railway Commissioners.

Third, how the difficulties could be considerably modified, if not removed: The Graziers' Association at their last conference passed this resolution unanimously:

"That the Government be requested to make good to the Commissioners the loss incurred on developmental lines."

Now the language used by our present Premier, Sir George Fuller, in a policy speech of February, 1922, expresses so clearly the feelings of the producers in this matter that I would like your permission to quote them: "The ever-increasing fares and freights, which are pressing mainly upon the people who reside in the interior and unpopulated portions of the State, has to be carefully considered, and some more equitable system brought into operation so as not to penalise these pioneers of settlement. We lose something in the neighbourhood of three-quarters of a million each year upon lines built to develop country districts which do not yet pay their way. I would do everything possible to diminish this loss by encouraging and increasing production in the areas served by these lines. At present the loss is met by increasing freights and fares all over the railway system. I ask, is it a fair thing that this annual loss, which I recognise is incurred in the legitimate development of the country, should be borne wholly by users of the railways? It should fall upon the general revenue. I would set aside a sum every year to recoup the Commissioners in all or in part for losses arising out of the general railway policy of the country, and relieve the producer by a corresponding reduction of freight. It would be made up by the taxpayers, and would fall upon the city as well as upon the country. This would be an important step towards decentralisation."

The producers feel that a developmental line is for the good of the whole country, and thereby the general taxpayer. It is looked upon as the logical outcome of State-owned railways that the State should pay for the developmental lines, and that the Commissioners should not be asked to bear the cost of railways until they are paying propositions.

The principle suggested has been applied by the Victorian State Government, which pays to the Railway Commissioners in that State the loss on developmental lines.

A developmental line is for the good of the whole country. The merchant in the city who comes to his office in

his motor car gets just as much benefit out of a developmental line—and very often more—as the man who is actually using that line.

One member of the Grazier's Conference, speaking to the resolution, said:

"The Commissioners cannot possibly do anything to relieve us unless they are first relieved of making up the loss on these developmental lines. If we relieve them of that obvious necessity, and they are then able to give the promised relief in fares and freights, which, we understand, they would then be able to do, I think it is quite reasonable for us to expect a big increase in business on the railways. We know perfectly well that recently when fares were very considerably increased, people ceased to use the sleeping berths, and first-class travellers went back to second class, and so on. Pursuing that argument to its logical conclusion, it stands to reason if you can reduce the cost of travelling and the cost of sending goods, you are going to increase the bulk of goods carried. We know perfectly well that much of our produce—sheepskins, and so on—did not pay to send long distances, because the freight was more than the price realised for the goods when they got there. The result was that that class of goods was not carried on the railways at all from certain parts. The same thing, to a very large extent, applied to cattle recently.

"I think we can safely carry the resolution, which is very sound practical proposition, and one which has received a lot of consideration lately, and is bound to come, and with Government control of railways it is absolutely essential. Under our system, this is the logical conclusion with State-owned railways, that the State should pay for the developmental lines, and that the commissioners should not be asked to bear the cost of railways until they are paying propositions."

It is true that developmental lines which are worked at a loss are in some cases feeders for other lines that are paying. How far, therefore, the railways should be reimbursed for this loss should be a matter for equitable adjustment as closely as can be approximated between the Treasury and the Railway Commissioners.

If it is a fact that the railways are handicapped and their progress and that of the country retarded because of the clashing of business methods and political exigencies, then we must look for a cure in some change of the present system.

3004. I would suggest, therefore, for your consideration:

1. Reimbursement of Commissioners of the greater part of the loss on development lines as suggested above.
2. To avoid waste and loss of interest arising out of delays in completing construction work and for maintenance of existing lines through lack of budgeting sufficient supplies of money year by year, the Railway Commissioners' estimates to be taken as to the amounts to be borrowed for their requirements ahead and provision made accordingly—in this way there should be no mistake about budgeting for sufficient supplies to have the work carried through with the greatest amount of expedition.
3. That all constructional work can be accomplished with least waste and greatest expedition by leaving one responsible body to carry it out from first to last, and that body should be the Railway Commissioners.
4. In order to combine the most experienced business methods and consideration of a political nature in a working machine that will give the greatest efficiency in promoting the welfare and progress of the country, instead of railway matters being dealt with as they are now by the Public Works Committee, consisting of parliamentarians only, a board to deal with these affairs be created, consisting half of parliamentarians



and half of capable business men from outside Parliament, this board to have an independent chairman.

5. That the body of Railway Commissioners should be composed of men with expert knowledge and men of wide business experience. In such hands, political considerations will not suffer.

3005. Sir SAM FAY: May we first of all consider the present financial position. No doubt you are aware that in the year ended June, 1923, the Railway Commissioners showed a profit sufficient to pay 5 per cent. interest on the whole of the moneys that had been spent on lines opened for traffic. That was rather a notable achievement on the face of it?—Yes. I thought that railways generally paid a higher rate of interest. Eight or ten years ago it was 7, 8, and 9 per cent. To-day they are only paying 5 per cent. I think.

3006. I suppose the average of the Argentine lines would be nearer 7 per cent. Take the Argentine, which is perhaps typical, and then look at the absence of return on 5,000 odd miles of Government lines in the Argentine, you would not get 5 per cent. on the whole. If you take the whole of the railways in any State in the world you would not find that on an average they paid 5 per cent.?—I was not aware of that.

3007. So that I rather suggested it was a notable thing to do?—Yes.

3008. It shows what a valuable asset New South Wales has got in its railways on the face of it?—I do not know. As a business proposition I doubt if you would get anyone to come in and buy it on the figures. I do not think any body of men would come in, particularly Americans, to buy.

3009. Does that not show the value of the railway system, that notwithstanding the fact that you have all these country lines, said to be non-paying, yet they could show a net 5 per cent.?—Yes. I do not think it would be likely to attract.

3010. On the one hand, there are no reserves to meet wasting and waste assets, a lot of old engines, rolling stock, and lines that will have to be renewed, for which no provision has been made. On all private lines provision has to be made on the basis of the life of rolling stock, and so on. When you get beneath those figures you would find it would not be possible on general railway principles to have paid 5 per cent. At the same time they would have paid a great deal, notwithstanding the fact that many lines are said to be non-paying. You suggest that the consolidated fund should take over the burden, which means the general taxpayer, the burden of non-paying lines until they pay?—Firstly.

3011. As I understand it, the figures shown in the Commissioners' report of losses do not give any credit to those branch lines for traffic they bring on to the main line?—That is so.

3012. So that if to the losses were put the credit of some part of the earnings of the main line, those figures would be very considerably reduced?—That is so. That is why I suggested there should be a re-arrangement.

3013. As to the advantage the State gets from increased taxation and the increased value of State lands, would you favour any contribution by land-owners before new lines are made?—No. I think the landowners are under more than a sufficient burden of contribution to the general revenue at present in the matter of land taxes.

3014. They go to the Federal Government?—Yes.

3015. Do you think the whole financial trouble is brought about, as it has been brought about in India, and wherever investigation of this sort has taken place, by the fact that the railway administration has depended upon a yearly budget? It is rather assuming that a big financial concern, such as railways, begins and ends at a particular time of the year, and those who administer the railways have no knowledge of what moneys they are likely to get over five years, with the result, as here, so far as

I can see, in one year new lines are started, new works, and in the next year the money is not available, because of exigencies of finance, and so on, and the result is, as you put it to us, a very considerable waste and delay. Do you think that a scheme of this sort would meet it: the taking out of the whole of the moneys invested in the railways and tramways from the consolidated fund, handing it over to the Railway Commissioners, who should be responsible for finding the interest upon the loans, who should renew the loans when they become due, by the issue of other loans or other stocks, and by the Commissioners issuing, after having obtained authority from the Government of the day, additional stocks for new works and new lines. It would be taken out of the yearly budget of the State. The Government must have control of an industry owned by the people. That is obvious up to a point. But what we feel is that so long as the railways are dependent upon a yearly budget it would be almost impossible to avoid waste, and the unbusiness-like methods which the Commissioners have to assume under those conditions, unless they are in a position to raise their own capital and deal with their own finances. That has been recommended in the case of India, where they got into almost a hopeless state. The railways were being starved, and on the reports of the Royal Commission which came out last year they were in a serious state indeed. Here the growth of the country has prevented the railways getting into that position. The evidence shows that there is a good deal of waste such as you have described. What we have set our minds on is to see if we cannot recommend some scheme that, whilst giving the Government the control they must have, will, at the same time, relieve the Railway Commissioners from the inconvenience of finding themselves short of money to complete works which they started. Do you think it would be possible to frame a scheme of that sort?—I am doubtful whether that is more desirable than the present arrangement, provided the present arrangement is carried out in a reasonable and logical way. Here we have the same trouble with the Water and Sewerage Board. Every now and again there is a shortage of water. The Commissioners say we cannot help that. They say we saw the needs ten or fifteen years ago. We wanted the money and the Government would not give it to us. The same with the railways. In Victoria the same trouble arose in connection with the Metropolitan Board of Works. These were all put under a separate board. That board has the power to borrow on its own account. The consequence is that it looks ahead, and makes provision to see that times of leanness are not experienced in Victoria.

3016. Do they not get Government sanction first before borrowing?—No. They borrow on their own security. I do not know that it would be possible to give the Railway Commissioners power to borrow. A great deal of the borrowing which has been done for the railways is outside of Australia. Renewals would have to be made outside Australia.

3017. In any case, whether by the Government or the Railway Commissioners?—Yes. In other countries the security of the Government of New South Wales is, I think, much more valuable than the security of the Commissioners would be.

3018. Do you think that would be?—Yes.

3019. That is from the point of view of an investor?—Yes.

3020. If you take the London Stock Exchange figures you will find that a railway investment in some instances stands one or two points higher than State guarantee?—That may be so. Perhaps the railways are providing better rates of interest.

3021. I am putting it at the same rate of interest?—I am surprised to hear that. Personally I would rather have the State security.

Sir VINCENT RAVEN: So should I at the present time.



Witness—J. Kidd, 6 August, 1924.

3022. WITNESS: What occurs to me is what I have already said. You say if you give the Commissioners power to borrow it would have to be with the concurrence of the Government. If that is so, why not let the present system go on, and do as I suggest? Let the Railway Commissioners' estimates be accepted as the amount required for the year; not a budget of £50,000 when £100,000 is required. If your scheme were carried out, and the Government had to approve of the loans, it would amount to the same thing. They would want £100,000 and only get £50,000.

3023. Do you get out of the difficulties of an annual budget if it is dealt with year by year?—Say the Railway Commissioners want £500,000 for the coming year. They put their estimates before the Government. Under the present arrangement the Government figures out exactly what they want in various directions, and then say: "We are sorry, but we can only give you £300,000." That is the cause of a great deal of capital lying unemployed. Cannot it be so arranged that the Railway Commissioners' estimates be taken as what is actually required, and what must be budgeted for the year only?

3024. That would not get over the difficulty of works commenced in one year and going on for four or five years?—If the Commissioners' estimates are correct, that the work will take so long.

3025. That the Government should agree to vote the moneys necessary to complete a given work?—Yes, for that work.

3026. Whether one, two, three, or five years?—Yes.

3027. Would they be creating reserves?—It would be putting money into the hands of the Railway Commissioners that they would have to find some employment for until they could spend it. They could do that. They could give credit in the way of interest until they made use of it. If the Government could not do it, it could be done outside.

3028. You would have to create reserves for depreciation. If a company were on its own it would create reserves for depreciation of rolling stock?—That proposition does not propose to put the Railway Commissioners on their own. If something of this kind were done it would make a sufficient saving to give them more income probably, and it would stimulate business. It would encourage people to use the railways more. They should have more money to provide for depreciation and wear and tear and so on than at present.

3029. Sir SAM FAY: The effect of your suggestion that the ordinary taxation of the country should meet any losses upon new lines would mean that the Railway Commissioners would be in a far better position than they have been, and thus be able, either to reduce rates and fares, or provide for depreciation and better upkeep of the railways?—Yes.

3030. That is your suggestion?—Yes. The political lines wanted for the development of the country are really a charge on the State, and should not be put to the debit of the Railway Commissioners.

3031. I do not quite follow your suggestion with regard to a board in place of the present Public Works Department. Is the suggestion you make additional to the Public Works Department, who would continue to deal with other matters?—I am only saying to take the railways, railway matters, out of their hands.

3032. Your idea is that there should be a board over the Railway Commissioners which would stand in relation to the Commissioners something in the nature of the usual arrangement with a private company, having a board of directors?—Not quite. I understand the present arrangement is that: A member of Parliament comes along and wants a railway in some particular constituency. The matter is brought before Parliament, and Parliament refers it to the Railway Commissioners, and asks for their views. The matter is then brought to a point to be submitted to the Public Works Committee. The latter body then considers the matter, and passes on their recom-

mendation to the Government. I do not see any reason why the routine should not be the same under that board. I want to bring in more of the business element in the consideration of railway lines than there is at present. At present this Public Works Committee is composed of politicians from all sides of the House—Nationalists, country party, and Labour party.

3033. Sir VINCENT RAVEN: Are there no business men in the House at all?—If you ask me as regards the business and wisdom of Parliament I am inclined to think that the greater proportion of the wisdom of Parliament is outside Parliament. That is the feeling I had. That is very largely what caused me to make a recommendation of that kind. Our trouble here in connection with the railways is very largely political, and we want, if possible, to reduce that trouble. In that way I think it could be done. You have parliamentary representation, and you have the business heads from outside, and you have got an independent chairman, so that you should get the best results logically from such a committee.

3034. Sir SAM FAY: Do you think that Parliament would agree to hand over the right to order new railways for developmental purposes to a body composed partly of business men outside?—I doubt very much if they would. I think there is no reason why the proper aspect should not be put before them. If they want a precedent I think they will find it in Victoria. Such a board has taken the place of a board such as exists here. And it operates very successfully in Victoria.

3035. They deal with their own finances?—I think the Government will still deal with the finances, but they are guided by that board. That board, I believe, is in connection with railways in Victoria.

3036. And you recommend that the Railway Commissioners should be composed of men with expert knowledge and wide business experience?—I think that the disposition to put in politicians has not been in the best interests of the railways or the country.

3037. Have you individual views with regard to decentralisation of control by the Commissioners? The whole thing is centralised in Sydney at the present time?—I am not aware what views the council have put before you in that respect. If you ask me personally, I think in a big country like this, it is highly desirable that you should have points of administration locally in the hands of responsible officers, north and west and south, district superintendents or whatever you may call them.

3038. Your railway system has grown within the last ten years—an increase of 35 per cent. in mileage. That is very rapid?—Yes. If it had been in the hands of private individuals it would have been still more.

3039. It may. On the other hand a private company may not have felt disposed to make a line into the far west with not much prospect of profit?—In the early stages we would have been able to give them considerable concessions. There would have been some stimulus to make lines.

3040. Sir VINCENT RAVEN: Would that not have depended on their borrowing powers? You suggested that people would not have been prepared to invest money. They would have had to borrow money?—Surely. In the same way as people in England borrowed money to place railways in the Argentine. The same thing might have been done.

3041. Then you think it would be an attractive proposition to put before the people?—Not now; it is too late.

3042. If it was done ten years ago?—Not ten years ago. It would have had to be done in the early stages of the State. It is too late now. We cannot give them concessions now. All the land is alienated now.

3043. Sir SAM FAY: In the Argentine no lands were given to the railways. They were given a concession, which has been very faithfully kept by the Argentine Government. They had a charter enabling them to charge rates and fares to produce up to a maximum profit. They



have never gone back on it, really?—I read that they were bringing in a measure to compel the railways not to charge more than so and so.

3044. The time has probably come when the railways got beyond the figure. There has been a large amount of money poured into South America on the strength of that agreement, and the country has been developed by foreign enterprise. What has been forced upon our mind has been the really serious trouble brought about by not being financed beyond one year. If that could be got over then the position of the Railway Commissioners would be different from what it is to-day?—No doubt.

3045. And you think that your suggestions would get over that difficulty?—If the Government are disposed to go that far. I do not see why they should not. If the Railway Commissioners borrowed they would borrow with the sanction of the Government. The Government can still give them what they want; that is if it is wanted to carry out work that is necessary. The work lags at present, and there is so much dead capital. Waste is taking place. The Government has not borrowed specifically for railway purposes. The money is divided out amongst the various departments of the State to the best advantage.

3046. That best advantage is not good enough for an enterprise by the railways?—That is so.

3047. And you think that your proposal would get over that?—I think it would, if the Government are disposed to do it. The only drawback is that if they give the Railway Commissioners all that is wanted for the work over, say, three years, they will have money on their hands that is more or less idle. That would have to be employed until they could use it. They should be able to get over that. It ensures a minimum of waste.

3048. Sir VINCENT RAVEN: This board would decide what was necessary in the way of new works?—I understand that the present arrangement is that the Railway Commissioners make their recommendations, that these recommendations go to this board and the Public Works Department, and that they pass on their recommendations to the Government. I think that the same routine might be continued. With a board of that kind you can depend upon its giving a thorough business-like report with all due regard to the political situation.

3049. At the same time the Government might not agree with the recommendation?—I do not say they would. It is very likely they will not.

3050. I mean the recommendation of the board?—They might not agree to that. The Government takes a very considerable responsibility when it refuses the recommendations of not only the Railway Commissioners, but also a special board.

3051. Sir SAM FAY: You are aware that a very large sum of money will be needed within the next few years to carry out works already in progress?—Yes.

3052. Dependent on a yearly budget?—Yes.

3053. We had evidence from the engineer, Mr. Bradfield, the other day that he was unaware now what money he was going to get for the current year. He was going away and he had no idea how much money would be allocated to the work of continuing the construction of the City Railway?—That is most unsatisfactory.

3054. So long as it is dependent upon a budget, which again is not passed until October or November, it leaves the engineers, Commissioners, and everyone else uncertain as to the amount for the year commencing June until about November—That is so.

3055. So that there are only six or eight months or so within which to spend the money which is allocated?—Yes; at present the Government borrows for all sorts of purposes. Could it not be arranged for the Government to borrow specifically for the railways? Cut them adrift altogether from the other. They could easily borrow locally. They could raise whatever money they wanted locally by means of special loans.

3056. That is what has led us to consider the cutting out of the railway estimates and railway expenditure from the annual budget altogether. This trouble has arisen in every case where the ordinary British constitutional methods have been applied to a big commercial enterprise. A big commercial enterprise will not fit into the framework of the ordinary British financial constitutional methods?—That has been our experience here and in various directions. In Queensland as well.

3057. Your suggestions will have our full consideration.

CHARLES BINNIE, President, Stock Owners' Association of New South Wales, sworn and examined:—

3058. SIR SAM FAY: I understand you are the president of the Stock Owners' Association of New South Wales. Are you proposing to deal with the various items?—I would first like to mention that I appear here as the president of the Stock Owners' Association of New South Wales, and also as a member of the Primary Producers' Central Council. I have gone over all the matters that they have put forward on the schedule, and in general terms I agree with them. I do not propose to take them *serialum*. I have prepared other matter, relating in part to that. My evidence covers a good deal of ground, and some matters may appear trivial if taken by themselves. They form part of a large question, and that is the question of inefficiency and bad service of our State railways. I am speaking more particularly in regard to the country service. It also touches upon the town service in respect of passenger traffic. For the most part it is on behalf of the stock owners. I would like first of all to give a few instances regarding engine power and its apparent inefficiency. On June 30th this year I was in Melbourne to meet the Melbourne limited. It was twenty-five minutes late. Two days afterwards, on 2nd July, I again went to meet that same train, and it was forty-one minutes late. On 9th July a gentleman that I was in close touch with had to go to meet the Federal Treasurer on an important matter. He went by the Melbourne limited. It was two-and-a-half hours late, and he missed the connection that he went for.

3059. Was that delay due to the New South Wales railways? It was owing to the delay on the New South Wales side in every case. My own experience in 1923 is this: I went north by the Brisbane 2 o'clock and the engine failed at Wyee. I went again a week later by the northwest mail. That follows two hours later. When we reached Morrisett we found the 2 o'clock Brisbane mail with the engine broken down. Our engine from our train was used, and we had to wait for another engine to come from Wyong. A few days after that I took the Melbourne limited to Melbourne, and when going into Albury I asked the conductor if we were on time. He said, "No, our engine broke down and we are running on a goods engine." I returned from Melbourne on the Saturday night local mail, and getting off at Goulburn I asked the guard if we were running to time. He said, "No, the engine broke down, and we changed the engine at Junee." A member of the council of the stock owners makes a report that in June last year he was travelling north by the north-west mail. He was joining at Hornsby, and the train came in with two engines, half an hour late. The engine had broken down. There was a change of engines at Hornsby, and at Dora Creek there was another change of engines. Newcastle was reached one and a half hours late. A few days ago, while travelling, I woke in the early hours of the morning and I heard the train struggling to get up the grade between Baan Baa and Boggabri. It struggled and stopped. It struggled again and stopped. I went to sleep then. There was the evidence of want of engine power. Last year, while coming by the Tamworth day train, the train, when about 2 miles this side of the Hawkesbury River station, was



Witness—C. Binnie, 6 August, 1924.

pulled up. The engine was not sufficient to bring the train in. The guard had to walk back with the staff and bring a second engine up. I noticed in the paper report of the Woy Woy tragedy in which two men were killed that the guard in giving his evidence stated that the train was 60 minutes late out of Gosford. These are a few instances that came under my own observation. How many more there are I do not know, but I believe them to be very numerous. I would suggest that the Commission make some inquiry, if they have not already done so, into the motor train service between Manilla and Tamworth. It was locally styled Kathleen Mavourneen. It was referred to in the local paper as such. I have heard it stated in Tamworth that after it had been running for some time it was the practice to keep an engine under steam at West Tamworth to go out and pull this back.

3059a: We have the records of the motor trains, and the time-keeping of the train, and a record of the breakdowns of the engines?—Then you know more about it than I do. I hope my evidence will not be tedious to the Commissioners. Some of it is trivial. The Brisbane 2 o'clock mail goes out, I think, with a "P" class engine, and the load beyond Singleton is limited to 195 tons. Allowing for the sleeper, the mail van and the guard's van, that only permits of one first and two second-class carriages, which are often overcrowded. I have experienced that myself. I understand that a second engine is supposed to be available for this train, but it is the custom to cut off two carriages at Singleton, and it may be possible that the station-master gains merit with the Department if he can send the train out with a reduced load irrespective of traffic requirements. I have been on several occasions in that train when it was overcrowded. Another matter is this: Whenever a bad season occurs the stock owners have to wait weeks and sometimes months in order to get their stock removed. The delays are often fatal to the starving stock. I have understood that this is owing to a want of a reserve of engine power. I have noticed a number of different types of engines, and as a layman have wondered why, say, four types of some standard pattern could not be adopted. I have seen engines on the road that appeared to me that their proper place was the junk heap. A few weeks ago on the Werris Creek platform—it was the night that the Commissioners were passing over the line from Werris Creek to Dubbo—I saw the Brisbane local come into the station at about 11.15 p.m. The door of the engine had been burnt away at the bottom, so that sparks were flying out of it. There was a small heap of hot ashes. There was an aperture 18 inches long by 2 inches deep. I could put my hands into the aperture. It was at the bottom of the round door.

3060. You mentioned the question of the shortage of trucks. You thought the engine power had something to do with that. Is there a shortage of trucks in times of drought?—I was going to mention that later. I mentioned the delay in obtaining trucks to remove stock. That is due in part to the want of engine power. Added to that also was the want of trucks. If they had more engine power there would still have been a deficiency in trucks.

3061. Sir VINCENT RAVEN: If they had had the engine power they could not have used it because of the want of trucks?—That is also an added trouble. There has recently been a speeding up of stock trains, which improvement was many years overdue. I think it is only from October, 1923, that the long-distance train from Bourke has been speeded from forty-four hours to thirty-one hours. There is still room for improvement. This seems to synchronise with the appointment of the Commission. Live stock should not be in a train more than from twenty-four to twenty-six hours. In other countries I understand there is provision for resting and watering stock if coming over that. I think that refers to the United States. Further, except in the case of very small loads, stock and goods should not be mixed. That is

frequently done. \*On 25th July I noticed a train of both cattle and goods south-bound passing Hornsby. I should think there might have been twelve, fourteen, or fifteen trucks of each sort. I would suggest that at some convenient point on each system—northern, western, and southern, as near the centre of the journey as possible—some provision should be made that eight or ten trucks of cattle could be water-sprayed for 5 minutes during the summer months. There has been some attempt to have a tank on the roof of the carriage, and my association has sent a man on long distances to study the conditions. It is not convenient, and it is not reliable. Something should be done during the summer months to relieve the cattle in the long-distance trains.

3062. Do you refer to cattle coming to the Sydney market?—Yes. The direction from the north to the Maitland market would practically apply as though they were coming to the Sydney market.

3063. How long are these cattle on the journey?—The Bourke ones are thirty-one hours. Until quite recently it was forty-four hours. It is far too long for stock to be in trucks, particularly in the summer time.

3064. Sir SAM FAY: Bourke is 500 miles from Sydney?—502.

3065. That would mean running the train at how many miles per hour?—On the thirty-one hours, 17 miles. I think it could be speeded up to 26 miles. There are long distances that have not much congestion of traffic. Stock should have passage over all other traffic except passenger traffic.

3066. That would be 25 miles per hour from point to point including everything?—The late Mr. Cramsie, chairman of the Australian Meat Council, quoted a case of where a train ran with stock from Wallangarra to Flemington, averaging 25 miles an hour.

3067. Sir VINCENT RAVEN: At 25 miles an hour, 500 miles would be twenty hours; if twenty-six hours it would leave six hours for stopping on the journey?—It could be speeded up to that. The type of cattle van now used is, I think, the worst in the States. A new design was recommended by my association. It is now being adopted. We were agitating twelve years for that alteration. In our hot climate the type of van, closed-in, without almost any ventilation, 10 inches at the top in a 7 feet wall, for small cattle this means that in summer time the cattle of two and three years old practically get no ventilation at all. The type that has been now adopted and which was designed by myself practically now allows for ventilation under and over. Then the careless driving of the engines contributes very largely to the stock losses on the trains. I have seen stock jolted off their legs with the shunting and starting of trains. It is not only the loss in deaths, but also a great amount of bruising takes place. During a drought year I have gone through the trains and I have made a practice of going to the engine-driver and telling him that I would give him a little bonus if he did not jolt the stock. Then the high freight rates are out of proportion to the value of stock, particularly cattle. At the present time they are a very severe penalty on the industry. There is insufficient rolling stock whenever a pressure through drought occurs. We are always up against that trouble as well as the want of engine power. Stock perish while waiting for removal. Sometimes the delay runs into months. I have a letter from the department that they would not receive orders inside of eight weeks. (*Letter read.*) That was on the 9th July, 1923. The cattle vans were of no use at that late date. I consider that the small supplies of stock are too heavily penalised under the present rates. A half truck-load, four head, is charged 80 per cent. of the full rate, and a quarter truck-load, two head, is charged 60 per cent. of the full rate. The loading allowance should be increased in each case 50 per cent. The four should be six, and the two should be three. The rate should be on the 65 per cent. basis and the 45 per cent. basis.



3068. Sir SAM FAY: Are you limited as to the number you should put in?—Only when it comes to a question of the half or quarter rates. In old days when we had six, seven, eight and ten-year-old Queensland bullocks, you could only load nine beasts to the truck, or perhaps eight. At the present time I have had the average taken out for a month of stock coming into Flemington saleyards and the average was twelve to the truck. They would take a range of agents. The department is always months late in proclaiming drought rates. The drought rates are not available without departmental proclamation. In 1923, one of the worst of our drought years, my association wrote to the Commissioners requesting them to proclaim drought rates when the drought had been running fully six months.

3069. The drought commenced in the autumn of 1923?—Not so far back. It would begin to come in about the spring of 1922. Then the drought was fully on us by January and February. In 1923 it was fully on us. I tried to get the correspondence from the Stock Owners' Association turned up yesterday. They have been moving their office and the papers have been stored away. From memory I think it was in May, 1923, that we wrote to the department urging the immediate proclamation of the drought conditions, and we received a reply from the Railway Commissioners to the effect that they had referred the matter to the Chief Inspector for Stock, and that his inspectors had advised him that there was no drought. During this period we had been losing stock, and shortly after that refusal had taken place I happened to meet the present Minister for Lands, Mr. Wearne, in the train, and he said, "Yes, I have just got a special train to move my stock." I said, "You should get drought rates." He said, "No." I said, "Why do you not apply for them?" He said, "No, I am a Minister, and it would not be right for me to take action." It is a general thing that the department is weeks back, months late before proclaiming drought rates.

3070. Sir VINCENT RAVEN: I think I said 20 miles an hour in connection with that Bourke trip. It is 25 without stops?—Thirty-one hours is the running time to-day. The store stock rate is far too high, particularly in the case of cattle. It is 80 per cent. of the full rates. During the last two years, taking the values as regards cattle, if store stock were carried at the 300-mile rate, I do not think the owner would get anything at all.

3071. What would be the average distance you would be sending store cattle?—It varies. It is a difficult thing to give the average. The store stock markets are always at a very wide distance from the fat markets. We look to the cheaper lands to breed our store stock, mostly from Queensland. Stock would come in from Queensland at Wallangarra, and it would be trucked from there right through Albury into Victoria. It would also be found that some store stock would come into Moree. It is generally long distance travelling in regard to the store stock rates, for the most part. In my opinion the rate of 25 per cent. discount on the full rate is quite insufficient for store stock, more particularly in cattle.

3071A. In the interests of the railway as well as in the interests of the community, the live stock of the State should be looked upon as a public asset, but this view is not taken by the department; there are no rebates allowed on fodder with a radius of 100 miles of Sydney or Newcastle in regard to being used for starving stock; there are no rebates allowed on fodder sent away, provided it is sent away to distances beyond the radius of 100 miles of either Sydney or Newcastle. Well, the meaning of that is this: that in drought years the stock naturally drift towards the coast, and although the county of Cumberland is a very poor stock district, in very bad years it will carry food, and so stock are brought from the far west sometimes to the county of Cumberland to places like Moss Vale and Bowral, and through there, in places which as a rule do not

carry stock to any extent. The same thing applies to Newcastle—a quantity of stock come in from the north and from the north-west, and are unloaded there and graze on any areas that can be found. I have had stock grazing for ten months on the most horrible land, finishing up at last on the mangrove swamps on the upper reaches of Port Stephens. When the period comes and we often have this experience—that those areas get quickly eaten out, and you have brought your stock to a place where it is cheap, or should be cheap to get the fodder—when you come nearer to the fodder markets—then if you attempt to buy in Sydney, and send the fodder to Newcastle or about the county of Cumberland, the Commissioners will not allow you any rebate.

3072. Sir SAM FAY: What sort of fodder would that be from Sydney?—It would be all sorts of fodder—it would be any fodder that you could get hold of in drought time—chaff, maize, hay. We feed on anything at all during drought time that we can get.

3072A. Would the rebate apply to fodder sent from Sydney, say, out to the west?—Yes, it would apply if you went beyond the 100 miles radius, and you would then obtain the rebate, but you would not get the rebate in any distance up to 100 miles either from Newcastle or Sydney, and it must be remembered that Newcastle is a very big intake port from Victoria and from Adelaide; there are very heavy supplies of fodder coming in there in certain years, particularly in drought years.

3073. It really means that the coastal area is outside the rebate?—Yes, that is taken from Sydney and Newcastle, taking those as the centres.

3073A. Now, you have made mention of the profit which the railways were showing. But then comes the question, at what expense to the community, and to the people who have to use the railway lines? I have here a table which has been prepared for me by the Central Council, and I notice that between 1914 and 1924, two rates are taken, namely, the 1914 rate and the 1924 rate. I notice that for live stock 100 miles has to bear an increase as between those two dates of 57·5 per cent.; 200 miles, 57·7 per cent.; 300 miles, 58·9 per cent.; 400 miles, 57·6 per cent.; and 500 miles, 56·8 per cent. I notice that it ranges as high as 59·6 per cent. in that period.

3073B. Coming on to the wool for the same period, I notice that that ranges as high as an advance of 71·5 per cent.—60 per cent. and 59 per cent. So, therefore, the question of profit earned by the railways has to be considered together with the question of what expense is involved to the community.

3074. You will agree, will you not, that as between 1914 and to-day there has been a very large increase in the price of fuel and in wages?—In wages? I do not think so, in either, in relation to the advances here shown.

3075. But there has been a considerable increase, has there not?—Yes, I think so, but not in sufficient relation. I will touch upon the goods later on. Dealing still with that same matter—I am not going to deal with this *in extenso*, but I will take 200 miles in 1915 for stock: it was £5 8s. 8d. per truck; in 1923 that was £8 11s. 5d. For 500 miles it increased from £9 11s. 2d. to £14 19s. 9d. per truck.

3076. Per truck of how many animals?—You could take that as twelve animals. I also notice by this table which has been prepared for me that between 1915 and 1923 if a single animal were sent forward in 1915 it would go forward at 25s., but in 1923 it cost £2 3s. 11d. A quarter truck, which contained two animals, in 1915 was charged £1 13s. 4d. for, and in 1923 the charge was £3 5s. 10d. There seems to be a similar condition right through.

3076A. I have also a comparison here of the New South Wales rates with those of Queensland—this is in regard to cattle. The Queensland rate for seventeen head works out at £8 8s. 2d. per head; New South Wales, with ten head, it practically comes out at 11s. per head. Two hundred miles in Queensland, ~~costs~~ out at 11s. 4d. a



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head, while in New South Wales it is 17s. 1d. Three hundred miles in Queensland, with seventeen head, comes out at 19s.; in New South Wales 21s.—and there seems to be a like ratio over different distances.

3077. What would be the value of an animal on the market here to-day?—That varies very largely with conditions, but I think that the present market value for the best beef would represent not more to-day than 15 per cent. of the whole, and that would be about 30s. to 32s. per 100 lb. But you come down the grade, and the grade is very steep in regard to the descending values and qualities, and you would drop from a 30s. value to a 17s. 6d. value for second and third-grade stuff; so that a very large quantity of it, while having to bear the same rate of railway transit, has a very big falling off in the net return.

3078. I suppose that when you get a period of drought the flow of badly-conditioned animals into this market increases?—Yes; it does very greatly.

3078A. What would be about the value of an animal as such—your figure of so much per lb. does not enlighten me sufficiently? You see, I am trying to put the cost of transit as against the value of the animal?—In top grades to-day, which I do not think would average more than 700 lb. per beast, it would be likely to come out at about £12 per head; the middle grades ranging from about 4½ cwt. to 5 cwt. per beast, would go down to about £5 10s. to £6 10s. per head. That is as regards cattle; sheep are on better values, and are on a better market.

3078B. I should like to read an extract from a letter from one in the country who writes on this matter, if I may?

3079. Certainly.

WITNESS: This is contained in a letter written from Mr. A. G. F. Munro:

"Weebolabola, Moree. When cattle were lower than they even are now at Homebush, the charge per waggon to that market from Moree (400 miles) was £8 3s. A few years back they rose in value, cent. per cent., and the Commissioners rose the charge on waggons to £13 3s. per waggon. Then cattle values again fell, cent. per cent., but notwithstanding this the £13 3s. per waggon was and is continued. We pleaded with the Railway Commissioners for a reduction of freights, but they refused on account of the high wages. The Government promised a reduction, but that was all we got. The Commissioners should grant a pass to drovers of as few as two waggons. Cattle trains should be allowed a straight run through, and not be impeded or delayed by goods or mail trains shunting. Shunting and delays militate against the sale of dressed carcasses, consequently bruises and other damage to the cattle. The Commissioners' excuse for the high freights is the cost of wages. The Government fixes the wage rates, so between the two the grazier is in the soup."

3080. With regard to the question of delay to cattle, I suppose the greatest delay is where there are only one or two trucks. That is where there is not a full train load?—Yes, that would contribute very largely.

3081. It is a practice on some branches to run stock trains say twice a week is not it?—Yes.

3082. Does that meet the convenience of the graziers?—In a great measure yes, but that is only in connection with fat stock, and is not in connection with store or stud stock going in the reverse direction.

3083. In times of drought there would be special trains run for that—there would not be the question of two or three trucks at a time, they would have full trains, would not they?—As a rule, drought-shifting is done with full trains.

3083A. Another matter that I wish to bring under your notice is that trucks of fodder, if bought at the Alexandria yards—that is at the big yards at the city station—to be returned to the country for starving stock, they must be unloaded, weighed and re-trucked. This seems to me to be a most unnecessary thing. Complaints have been made about it for some years past, but it still goes on.

3084. I do not quite follow that?—Well, I have experienced this kind of thing personally. A truck of chaff or a number of trucks of chaff is sent to the Alexandria

yards for sale. I tell my agent in Sussex-street to buy three or four trucks of chaff. Those are bought, but instead of those trucks being reconsigned out again to me at my destination, they have to be unloaded, put on the waggons, taken over a weighbridge, and then reloaded into the truck.

3085. You mean that they have to be put on to a road waggon, do you?—Yes, a horse waggon. Now, this is a point which I wish to emphasise, because I am going to try to point out to you where the wastage occurs in departmental methods, and this is one of them, and it has been represented to the Commissioners again and again that some system ought to be provided to avoid such a necessity as that.

3086. Sir VINCENT RAVEN: Is that simply for weighing the chaff?—Seemingly so, and I submit that some other method should be found to weigh the chaff.

3087. By putting the railway waggon on to the weighbridge?—Certainly; why not?

3087A. Another trouble that we are sometimes faced with is the fact that when we start a train, or when we load up a quantity of stuff into trucks, we can never be sure that they go away on the one train. Mr. F. B. S. Falkiner yesterday gave me an instance where he loaded twenty-five trucks of stud ewes to be sent from Wagga to Bungendore during the recent drought. Nineteen trucks were sent forward, and six were left behind to come by a later train. Now it is a custom, and it would certainly be the case of that stock where those ewes might be worth £12 or more apiece, it would certainly be the custom that there would be an attendant to go with those ewes. The man consigning would have no knowledge that this thing was going to occur, so a quantity of those sheep would go through unattended. Take a case of my own. One of my cattle stations which is about 50 miles from Singleton was swept by fire during the summer, and I had to do a lightning shift. I gathered the stock up and ordered a train for them—I think speaking from memory, there were about 32 trucks—and sent them off to Albury for sale. I had made every arrangement that I reasonably could for the safety of those stock, including that a careful man should go with them to attend to them and including the arrangement that they should be pulled up and spelled for twenty-four hours at Bredalbane, near Goulburn—being a very convenient place—I had done all that I could in order to drive the pegs in for a successful run. Well, they started off, and the first thing that happened was that eight trucks were dropped at the Clyde yard without any intimation to the drover, who was poking up and looking at his cattle—the whistle of the engine goes, and he scrambles on to the guard's van, and goes away and finds this state of things. Well, they arrived at Bredalbane, and by some hitch there it was not possible for him to unload the cattle. They were then taken on and halted at Harden and he was there some hours. When they reached their destination at Albury there were dead cattle in the trucks, and when they got the cattle out several of them died on the road, and a number of them could not reach the paddock, which was 3 miles away, and of those that reached the paddock a number were in such a bad condition that it took them weeks to recover. That was a very glaring case. I think that those cattle were sixty-three hours on the road or something like that—speaking from memory. Well, I at once went to my solicitor and told him to institute an action against the Railway Commissioners for £250 damages. He told me that he could not do that without first of all referring the matter to the legal advisers to the Railway Commissioners, as that was a legal custom. I told him to get over all those legal technicalities as quickly as possible, because I wanted to have this case made public. They scoffed at the idea of any recompense being made for the damage done, and I pressed my lawyer to go on with the case. He said that there was still more legal technicalities to be gone through, and I said to him, "Get them over quickly." The next thing



Was that an offer came from the railway Commissioners of £90 compensation, which I refused, and told my solicitor to go on to the court. Then there were more legal technicalities and courtesies. Then they offered me £125, which I refused, and told my solicitor to go to the court at once—that I did not want the money, I wanted the court case to go on. They then came down with an offer of £210, which my lawyer said he had committed me to accept—he said that I could not go behind it because of his reputation, he having committed me to that. Well, there was a case where I had done all that I possibly could to provide for the safety of those stock, and where the Commissioners had agreed to all the arrangements I had made, including a twenty-four hours' spell, yet when the thing came to be put into execution, the whole thing fell to pieces.

3088. Sir SAM FAY: There was nothing else on the train but your stock, was there?—No, not when they started.

3089. Sir VINCENT RAVEN: Why were those eight trucks taken off?—I do not know the mentality of the Railway Commissioners or of their officers in respect of that matter. I personally know of no reason why, and no reason was ever given to me.

3089A. I should now like to touch on the goods traffic. There are many defects in this branch of the service, especially in relation to the careless handling of goods, wrong destination, damage, and pilfering. There are two rates on the rate book in regard to the goods, one being the owners' risk, the other being the Commissioners'. In regard to the Commissioners' risk, I think this is an illusion put up on the public. The Commissioners will accept no risk unless the goods are cased. I will take a case like my own where my homestead is 6 miles from the railway line. My teamster is sent in to the railway station to bring out whatever goods are there. A bill is put before him; he gets his goods and counts up the packages and signs for them and they are brought out to the homestead. The packages may show no damage at all on the outside, but when they are opened at the homestead it is generally found—not occasionally, but I say, generally—that if there is anything breakable in those cases it is broken. Quite recently I was sent up two dozen kerosene lamps and 50 per cent. of them were broken. There was also a quantity of crockery, over 25 per cent. of which was also broken. Now unless those things were opened out on the railway station and exposed to the stationmaster's view—and even that might not be conclusive because they may defend themselves by saying that they were broken when they were put in—but even if they were checked, unless we were to open those cases out and examine them all on the railway station—which is not a reasonable thing—we have no redress provided the package appears to be untampered with and unbroken.

3090. Sir SAM FAY: Do you refer to a case where the Commissioners are supposed to take the risk?—Yes, where you pay extra—and that is where the illusion comes in. In this particular case, I said to the manager of the people who had sent the goods, that the things must have been very badly packed. He said, "No, they were well packed." Then I spoke to the merchant here, and said, "50 per cent. of those lamps were broken, also a lot of crockery. What sort of packing did you put in?" They sent for the packer and told him that 50 per cent. of the lamps were broken, and asked him how he packed them, and he said that he packed them very carefully.

3091. In that case, although you paid insurance, you were refused compensation, were you?—No, I did not make the application because I knew that it would be declined because of the fact that the goods were signed for by carter as being sound. Unfortunately, when you send these carters in, even if the things are broken, very likely they would be accepted unless there was something very palpable in regard to breakage.

3092. Would not they have paid under those circumstances if you gave them notice within a reasonable time—say, two or three days—would not they accept liability?—No, not unless you exposed it to them. They do not hold themselves responsible if you give them a clear receipt.

3093. But you could not expose them under those circumstances, could you?—No, and that is what I say is the illusion in that particular rate.

3094. Have you had a case where they have actually refused your request under those circumstances?—No, I cannot remember one, but in that particular case I would not make the application, knowing that I could not establish my right, because of having given them a clean receipt.

3095. But if you have a contract for insurance, surely you can sue in any court?—Yes, but that would be dearer than the damage that was done.

3096. Sir VINCENT RAVEN: But do you not know whether they would have refused, seeing that you did not make any application?—I am pretty confident of that—knowing the department as I do.

In regard to the other rate, viz., at the owners' risk, I sent forward a small seed drill that was damaged, and it had a slight damage in it which could have been repaired. My manager drew my attention to this when it came up and asked why I had sent it up. It had been smashed to piece in transit in such a way as to make it only useful for scrap—in fact it was thrown out on to the scrap-heap—the castings having been broken to pieces and the thing being thoroughly worthless. Well, I had to pay railage on that, even though I had lost the article and had lost the original cost of it. On another occasion I had a lot of correspondence with the department about a copper—this is dealing with things which go to the wrong destination, and this is quite a common occurrence—they even lose corpses—it is hard to say whether purposely or otherwise. In this case, a copper was sent from Singleton to Barraba. A week or two after it had been sent, the manager reported that the copper had not come up. I reported to the department, and they said that the copper had been delivered and that they had the receipt for it. As a matter of fact they did have the receipt, because it had been included in a receipt for several other items which the teamster had signed for—he had signed for the copper without having got it. Again I had more correspondence and pointed out that although the teamster had signed for the copper it had not been delivered and asking them would they kindly make inquiries to see if there was a copper anywhere about on the railway that was not claimed. Well, this particular copper was found 100 miles further on. That state of things has occurred more than once, but that particular instance I have in my memory.

The charge for demurrage and for storage on goods going to country stations, is another matter. The stock stations in the country are sometimes twenty or thirty or forty or up to fifty miles or even more away from the railway station. It cannot be expected, with the shortage of teams in the country that we can always have a team ready to lift goods that are sent to the country stations for people who live at a distance from the railway. These people generally have their local agent to take possession of the goods at the railway station for them, but the local agents do not have storage places in which to store the goods and it may be as much as eight weeks before a team comes in that can be sent away to these different places and it becomes a hardship on these primary producers who are living at a distance from the railway that they must be charged storage for goods awaiting team transit. In regard to demurrage also, where there is no local agent, I think that some method should be devised whereby the department would undertake the unloading at a reasonable cost to the owner. I think in regard to the holding of goods for these primary producers who live



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at a distance from the rail that if it be necessary to charge any storage rate, it should be applied with discretion in favour of the man who lives at such a long distance from the railway. I know that this is a technical question, but it is a rather important one to the many men who are carrying on, and carrying the weight and burden of production.

3097. What limit of time do they allow at present?—Twenty-four hours, I think.

3098. Is that twenty-four hours after the advice is sent to you?—There is no advice sent to a station owner who is a long distance from the rail. There is no postal advice.

3099. Then how do you know that the stuff is there?—You have to make your own estimate between the advice from Sydney of the goods being sent forward and the time usually taken in transit, but it would be usual that they would have some agent to receive the goods; but the agent has not got the places for storing the goods, and as a rule the country goods stations are not overloaded with the packages. That is my observation, and I am always going in and out of them. I think it is rather a hardship on the men who are settled at a distance from the railway. Of course, in the towns the goods could be lifted by the town storekeepers, and people like that—they should lift the goods on the day after they come in; but people who live at a distance from the railway, such as I have spoken of, have a very great hardship placed upon them in this respect.

3100. Do you say that they live in some places 40 or 50 miles from the railway?—Yes, and sometimes farther than that—sometimes as far as 60 miles out—in fact, the farther you go out from the metropolis, the greater the distances from the railways.

I now want to make a very special reference to the preferential rail rates in favour of Australian-made goods. I can only describe these rates as an outrage against the primary producer; that is a piece of piracy by the Railway Commissioners for which no excuse can be found. We have a tariff wall set up by our Federal Parliament which is a heavy load for primary producers to carry, but on top of that the Railway Commissioners erect a further barrier. There is a Federal law against the restraint of trade, and I am of the opinion that the Railway Commissioners would be liable under that law. Take galvanised iron, for instance. It is a commodity we are always in need of for woolsheds and cowsheds, and other buildings. The rate for 300 miles on Australian-made iron is £4 13s. 4d.; for the same distance for British iron it is £6 13s. 4d., which is approximately a 50 per cent. load put on the primary producer if he buys British iron. That is in addition to the duty against British iron of 20s., and against foreign iron of 30s., so that the added penalty which the Railway Commissioners put on the rural producer—not on the people of Sydney or Newcastle—is greater than the highest foreign commodities. I find in the rate book 128 articles named under these conditions, including camp-ovens, horseshoes, piping, axels, tubes, tubs, buckets, chains, crowbars, nails, springs, screws, tyres, etc. The residents in Sydney or Newcastle may use any of these things without the added penalty, but the primary producer, who has to carry the whole of the population, has a double duty levied by the Commissioners if he uses imported goods. The right to impose tariffs against imported goods belongs to the Federal Government, but in this case he finds the Railway Commissioners practically constituting themselves a super Government.

3100A. Sir SAM FAY: In regard to your remarks on the question of the preferential rate, we have heard of this from other witnesses, and I believe there is more evidence to come, but I suppose you would agree that there would be two views on the subject—you would get the view of the Australian manufacturer?—Yes, but no view that he can put forward would in my mind justify the Commissioners in making a super tariff, because that is what it amounts to.

3101. Sir VINCENT RAVEN: You object to them taking something on their shoulders which they are not entitled to?—Yes, certainly, and also creating a preference for the people who live in the town, and who are not subject to this. I object to the loading of the rural producer with these extra charges.

3102. Sir SAM FAY: I suppose it really means that it is keeping up the price all round, does it?—No. It loads the price on the imported article to the rural producer, but it does not load the price to the man who is situated in the city.

3103. I follow that, but does not it keep up the price of the home-produced article?—Yes, and that is what it is intended to do as against the rural producer. I want you to differentiate between the urban and the rural population.

3104. But supposing you had no preferential rate, would not you then be able to buy the locally-manufactured article cheaper?—Yes, certainly, if it came into clean competition with the imported article.

In referring back to the 5 per cent. return on our railway lines I would like to again show how this thing possibly comes about, and the penalty that would have to be paid by the rural producers. Taking the increases from 1914 to the present time—wire netting has increased over the distance from 1 to 500 miles by 53.1 per cent. to 58 per cent.; fencing wire has been increased 50½ per cent. to 91 per cent.; wool packs 50½ per cent. to 91 per cent. The variation between the two, of course, comes with the distance. Implements increased by 32 and 70 per cent.; groceries, 46 to 55 per cent.; and, as an instance of the freights in relation to the value of the articles, 2 tons of stock salt, costing £9 10s. in Sydney, railed to Spring Ridge—a little over 300 miles—comes to £4 12s. 7d., approximately 50 per cent. of the value of it. Timber from Singleton to Boggabri costs £3 9s. 7d., the rail comes out at £2 1s. 8d. That is almost 60 per cent. of the value. Pick handles that cost in Sydney 7s. 6d., the rail from Sydney to Boggabri was 6s. 9d. That would be in various quantities—it would be 2 tons of rock salt; and timber a smaller quantity of tonnage; in pick handles it was a small number only.

3104A. I now come to matters affecting the passenger traffic. For some years there has been a gradual drift backwards in this branch of the service. The cost of travelling has steadily increased for the last ten years. The yearly rates, first class, have increased 47 per cent. to 62 per cent., and the second class has increased approximately all round 65½ per cent. The longer distance in the first class is the more severely penalised. The 100-mile rate has increased in the ten years from 1914 to 1924, 48.9 per cent.; the 500 miles rate has increased up to 62 per cent. I noticed that the rate to a place like Inverell has increased 63 per cent., to Bourke 65½ per cent., and to Nyngan 65½ per cent. In July, 1904, my six-monthly season-ticket for the Northern system, giving me the right of travel over a distance of 825 miles, cost me £24 15s., whereas my ticket to-day for 320 miles costs me £39. From Melbourne to Sydney I find I could travel for £4 first-class, but when I wanted to stay for an hour or two at Goulburn on the way over, the same journey cost me £5 6s. 2d. instead of £4. Speaking of the suburban lines, on the North Shore line between Milson's Point and Wahroonga, the first-class rate twenty years ago for a man, meaning himself and his wife and daughter, cost £12 for six months. To-day it costs £26 8s. 6d. This again illustrates the penalty the public has to pay for earning that 5 per cent. interest.

Many of the carriages in use are very inconvenient in type, particularly the corridor carriages on the Tamworth day run. At the stations at the larger towns getting in and out, passengers with luggage form dams in the passageway, the exit being only at the end of the carriages. The Victorian pattern are very much superior to ours in regard to that.



3105. Do you object to the corridor carriage for your night trains?—Not if it has sufficient exits and more convenient exits. In these corridor carriages there is never a sufficiency of towels in the lavatories—they put about the same number in a corridor carriage as is usually put into a compartment carriage where only eight people are carried. The lavatories and windows are very often in bad repair, and they seem to run for a considerable time without receiving any attention. Windows are very often out of repair, and it is very often the case that windows cannot be put either up or down. Also the carriages are very badly lighted—in fact there are sometimes no lights at all. One reason which bears on this has to do, I think, with the very small gas mantles which are furnished for the purpose. Another defect in some of these carriages is that the sunshades, instead of opening from the bottom so that you can cut the sun out, they pull up from the bottom, and in order to cut the sun out, you have to cut out the whole of the light. The sleeping carriages during the summer-time—I speak of the North-West morning mail particularly—generally has a water supply in a heated condition, and they seem to pay no attention to keeping the water cool on the train.

Another objection is that the ticket windows on railway stations are not opened sufficiently long before the arrival of a train. If they were opened thirty minutes instead of fifteen minutes before the arrival of a train, it would mean that the passengers who got there early would be able to get their tickets and would be out of the road when the rush occurred from the train or for the train, and it generally occurs in the last fifteen minutes.

One very grave deficiency is the bad accommodation which is made for passengers who have to wait for their trains. I am particularly conversant with Werris Creek in this respect. I very often have to wait there myself. On the evening of your own visit there, when you were coming through from Werris Creek to Dubbo, my connecting train was two hours late and I lost my sleeping berth. On the North-West mail I had to wait a couple of hours, from half-past 10 till half-past 12 in looking for some place to get a camp. I went to the room set aside for the men. It is furnished with one form which on that night was crowded. Men were sleeping on the floor and men were sitting with their backs against the wall. The only furniture in that room in an important station—it being the junction of three lines where there is heavy traffic and where the people change during the night—the only traffic there is in the night time—all the accommodation in that place was one form which was quite insufficient to accommodate anything like the number of people who were seeking accommodation.

3106. Sir VINCENT RAVEN: Was that in the workmen's room?—No, that was the room put aside for a man's room—there is a men's room and a women's room. In the ladies' room the furniture consists of one table and three chairs.

Another matter I wish to bring forward is that every day, and many times a day, first-class carriages and compartments are made available for second-class traffic, both on the long-distance and short-distance trains. During 1923, on two occasions travelling north by the Brisbane 2 o'clock, at Newcastle, the carriage in which I was travelling, which was first-class, had a second-class ticket pasted on it. I protested on one occasion while the station-master himself was doing it, and he told me that if I did not like it I could find other accommodation. There was another first-class passenger besides myself there at the time, and the second-class ticket was put up for two other people to come in, who from their conversation with the station-master, appeared to be friends of his. I walked along the train to see whether the second-class accommodation was overcrowded to justify the station-master's action, and I found there was room in second-class compartments for those people and more. That was on what they call the Brisbane local—the 2 o'clock. At Hamilton, Maitland, Greta, and Singleton it is a regular custom for the mining

classes to invade the first-class compartments, and the officials wink at it. I have written to the department about it. I have seen a ticket-examiner punch a green ticket in a first-class compartment of the train, it being a suburban corridor carriage, when immediately in front was a second-class carriage with only ten people in it. I have seen at West Maitland the station-master himself permitting people to travel, although he knew that there was space in the second-class compartments, because I have heard him tell people who had got into a first-class compartment, that second-class accommodation was there for them. I think it was in the course of making some such complaint as this in writing to the Commissioner that I said, "I am going to put to you a very plain question, and I want a plain answer to it: Will you permit me to ride in first-class carriages with a second-class ticket? If you will not allow me to do it, why do you allow others? An inspector was sent down to see me about the other matters about which I had written him, and I said, Did Mr. Fox answer my question about permitting me to ride first-class on a second-class ticket?" and he said no. I saw Mr. Fox on the railway station soon afterwards, and I said "You did not answer that question of mine." He did not answer it even then.

Every day on the Milson's Point line there is only one comfortable first-class carriage on the whole of each train, and that is continually altered from first-class to second.

3107. Are you speaking of recently on the Milson's Point line?—Yes, to-day, yesterday, and a month back or three months back. They have at the end of each train one of the old compartment carriages, and on the first-class carriage it has become so much a vogue that they have a certain arrangement that by turning a key, the notice is altered from first to second, or to smoking. The new carriages on that line are of recent construction and are undoubtedly the most uncomfortable of any carriages in Australia. In these new carriages there are four doorways on each side, two of which are blocked with seats, so that when the train is crowded and these two extra doorways are required for ingress and egress, passengers cannot use them owing to their being locked with the people who are seated on the small seats which are provided at those doors.

3107A. But the seats are only on one side, are they not?—They are on one side of the passageway, but that blocks the passageway.

3108. Are these very old carriages that you speak of?—No, they are quite new and are the most recent constructed.

Sir SAM FAY: We have seen them?—I wonder if you have travelled in those little seats, because the little seats I speak of are so arranged that they are at an acute angle, and you have to sit forward when sitting in them.

3109. Some of them are upright, and in some of them you can lean back?—Yes, but in respect of those which you can lean back, they are so arranged that where they are supposed to carry four or six passengers, there is only sufficient leg-room for half the number of people that they are expected to seat. If a lady walks into one of those seats and seats herself at the window, in order to get out, she has to climb out over the knees of passengers who are seated there—there is not sufficient room to get in and out with comfort. After having travelled over many different lines of railways and in different States, I think there is none to compare with these particular carriages from the point of view of discomfort. In those carriages, also, no provision is made for the accommodation of handbags and such things which are carried by passengers—they cannot put them under the seat because there is no provision there for them. I would suggest an inquiry as to who was the designer of those carriages.

3110. They were intended for suburban traffic, were they not?—I do not care what they were intended for; I am unqualified in my condemnation of them, and I think that in the interests of the public they should be burnt.



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3110A. Sir VINCENT RAVEN: At any rate, that no more should be built?—No, certainly not. I consider these carriages an indictment against the competency of the officials responsible for them, and they come under the wide head of departmental wastage.

(Luncheon adjournment, 1 to 2.15 p.m.)

CHARLES BINNIE (resuming evidence):

3111. I will now pass to the question of the refreshment rooms, which is rather an important one. The department at one time forced out all the private contractors who were running the refreshment rooms, which resulted in an immediate falling off in the efficiency of the service, to the extent, in my estimation, of as high as 70 per cent. Before the department took the rooms over, the service was fair to very good, with an average of good; but even to-day after several years' experience, they average all round 50 per cent. below the service that the private contractor gave, as to quality, quantity, general attention, service and civility. I think the latter item is still 70 per cent. below. I speak with an intimate knowledge of the refreshment rooms at Gosford, Newcastle, Werris Creek and Tamworth—particularly Werris Creek, which I have had to use regularly for over forty years, and which has never been so badly run as it is to-day. At this room under the last contractor there was an excellent service, but when the department took it over it fell 70 per cent. in service efficiency, and is to-day 50 per cent. below. Under the private contractors the room would be open for travellers who might be waiting for trains most of the night, and refreshments could be obtained at any hour, with no shut-off hour as regards meals—a meal could be got at 8 or 9 o'clock without any trouble in the time of the private contractor. At the present time the meal hour cuts off at 7 o'clock. In the winter months under the private contractor there would always be a couple of fires going for the travellers, but since the department has taken charge, the meals are cut off at 7 p.m. and the doors locked against travellers soon after the train pulls out, and waiting travellers can go and perish in the cold outside. I would here quote one instance—I think it was in December, 1919—when I was travelling round the country with a Mr. Meale, a visitor with introductions from the Imperial Government to our own Government. He came out here for the purpose of seeing if the land in the eastern States was suitable for migrants. He was, during the war time, styled "Commissioner for Food Production," in Lancashire, so that he was a man of some importance. We reached Werris Creek at 7.20 p.m., and I went into the refreshment room and said that I wanted a meal for two people. The man in charge said that we could not get a meal, but that we could get whatever was on the counter. So we had to do with what was on the counter. In respect of the same refreshment-room, last year I left Sydney by the early train to Tamworth about 8.30. You reach Newcastle about midday, where, if you are foolish enough, you have a meal in the refreshment-room, and then you have no chance of a meal until you reach Werris Creek. We reached Werris Creek at a quarter to 8, and had to stay there for some hours to catch another train. I asked that a meal should be served to me. The manager of the place said, rather uncivilly: "Did I expect meals to be served to me all night?" I asked what I could have, and they said I could have whatever was on the counter. I asked for coffee and a sandwich and he gave it to me. When I had eaten the sandwich, I asked the girl for another sandwich, and she told me I could not have one as there were none. At the same place, having an evening meal at about half past 6, I tendered the girl some money, and said, "Bring me a glass of ale, please." She said, "Oh, here is the bar over there—go and get it yourself." At this refreshment room in the summer time if you call for a glass of draught ale it will be served to you in a semi-hot condition. Previously to the Railway Department taking over this room, there was a large room with at least twelve wash basins

as you entered the building, and there were always clean towels kept there so that you could have a wash-up before having a meal. When the department took it over, the first day after they took it over there were no towels; a few weeks after that the place had accumulated dirty linen, and a few weeks after that the door was locked, and at the present time it is used as a sitting room for the manager. In place of this accommodation—and very necessary accommodation it is for travellers, because there are very many of them passing to and fro—in place of this there have been two wash basins put in amongst the latrines, together with one dirty roller towel. The food at this place at the present time is distinctly not what it should be. Travelling north on the 25th of last month, at Newcastle I asked for a glass of milk. The girl said that she could not serve me. Last year at Gosford I twice asked for coffee and was told I could not have it, and, being curious enough to ask why, they told me that it was Eight Hours Day the day before. Even up to the present time I have not been able to associate the fact that the previous day was Eight Hours Day with the fact that I was not able to get a cup of coffee. I frequently travel to Melbourne, and on a number of occasions recently this year, when jumping off the Limited to get a cup of tea or coffee at Goulburn, I have asked for coffee. On each occasion I was told that I could not have it. Twice this year I have been down to Wollongong—the only refreshment room station on the South Coast line. Instead of the refreshment room being open there some little time before the train comes in, so that the waiting passenger at the station can be served and got out of the road of the train passengers, the practice is to open the refreshment room doors just as the train is coming in. On the last occasion there I was not able to get served until the train was almost going; when I asked for a sandwich and was told that there were no sandwiches. At Narrabri some little time ago, I called for scone and butter and tea, and in cutting the scone I wondered why it look so dirty, and I found that the cause of it was the knife, which apparently had not been cleaned for some months. At Newcastle I have counted thirty-two people waiting at the bar at which only one girl was serving, and she was confused—the crowd of people putting her off her balance.

3112. Sir VINCENT RAVEN: Was that at an unusual hour? No, that was when the train was there—the train service.

At Moree there has for years past been a need for a refreshment room for the convenience of people going east of Moree on the Inverell line, so that they may get breakfast; also for people returning from that line at midday, so that they may get lunch. Although the request has been made to the Railway Commissioners again and again for a refreshment room at that place, they have never put one there. Of late a woman has been allowed to come on to the platform and serve behind a little counter a stand-up snack of tea, coffee, and sandwiches, but that is only recently. Another thing passengers have to suffer is the fact that time is frequently clipped off the meal hour at the refreshment rooms if the train is running late. Also it is only very recently that counters have been set aside in the refreshment rooms where women can be served by themselves away from the men, but on several occasions I have noticed that there have been no attendants at those counters for ladies, so that they have had to go to the other counters. I invite the Commission to inquire where the food supply for these railway refreshment rooms is drawn from, and, if it is a fact that the pies, pastry, &c., for the Narrabri refreshment room, for instance, are sent from Sydney. If so, I would like them to consider the narrow margin of safety in our climate, which in summer time ranges upwards of 100 degrees in the shade in temperature—the narrow margin of safety there would be for the consumer who risks eating pies or anything of that sort at such a distance from the basal supplies. Speaking of Narrabri, I have heard my



own manager report of two people that he knew were poisoned through bad pies. I myself had a poisonous sandwich at Newcastle, which made me sick for a week afterwards. The railway refreshment rooms alone form a striking object lesson in comparison of private effort *versus* Government departments. Many passengers now carry their own food when travelling. I always make a practice of carrying my own food rather than risk meals at railway refreshment rooms. I notice that at the new Milson's Point Station there is no accommodation in the refreshment-room where a person can get a cup of tea. At the old station very recently vacated this accommodation was provided, and was made good use of by the public.

I should like now to touch upon the question of railway construction. The recommendation of the Central Committee on the question of construction work on new railway lines is that it should all be done by contract, and that any other work should be done by contract where possible. I am a close observer of working conditions, and I am certain that there is a huge overloading of capital expenditure on the railway works from this cause alone. I estimate as the result of years of observation that on public works done by day labour the taxpayer does not get more than 6s. value out of every 20s. spent, the wastage representing 14s. in the £. I have seen it on railways works and on tram lines, and on roads, and other works. On day labour jobs there is not one man in the whole outfit who is interested in having the work well or speedily done—in fact, the reverse is the case in the lower grades, for the longer the job lasts the more the man will attain from it, and the worse it is done, the sooner he will have to go back and repair it; and in the grades above himself, where that does not apply closely, there is the indifference to making trouble, and the lack of personal gain from it.

3113. Sir SAM FAY: Do you suggest that there is not proper supervision?—I can only suggest from observation that from end to end there is slackness over the whole of the work. I have not been sufficiently personally associated with any one thing to say where that leakage comes in, but I am satisfied that it goes right through, beginning with the labourer and going from the labourer right on, until, as I say, there is no one interested. I should like to give one instance while it is in my mind. It relates to woodblocking in the city—and all these things come down very much to the same average, whether it be railway works or council works, or any other works, so long as they are done by day labour—I have counted nineteen men on woodblocking that was going on in Sussex-street, and two men only out of that nineteen were laying blocks, while the other seventeen were loafing behind them. I estimate that under a private contract that the gang required to lay those blocks would be five additional men as against the seventeen. I have seen a similar thing in this street here (Macquarie-street), where I counted sixteen men loafing on two others, who were laying the blocks. Were the contract system reverted to there would be at least one man interested and his interest would speed the job.

The Dubbo to Werris Creek line has been urgently needed for the last thirty years by the stockowners as a stock-saving line in drought time. That line took 10 years to build—about 156 miles of it easy country. The live stock lost during the last 20 years that this line would have saved would have paid for this line several times over. I have seen the wastage on this line which I think might amount to 50 per cent. of the cost; and our fares and freights must be calculated on it. The earth-work done has frittered away or been blown away; the effort has been desultory and scattered and without any co-ordination. I believe that material for the Werris Creek end of this line was taken away to another line, and I have heard that this has been done on every line in the course of construction; and material has been sent to jobs without relation to the different quantities balancing one another, *e.g.*, rails with shortage of sleepers or of fish

plates or of bolts. The patchwork system of construction is a heavy strain on the taxpayer—the capital outlay for years being without use or earning power. I should like to quote briefly from *Hansard* of November last, at page 2113—it is on the Dorrigo railway, referring to the repair of damages on unfinished lines: "On the Dorrigo railway it has amounted to £150,000. What expenditure was incurred in connection with the repair of damages I do not know, but it can safely be said that the wastage on this line amounts to anything up to £300,000, the greater part of which is directly chargeable to damages, most of which would have been avoided had the line been pushed through as other lines have been. The cost of repairing damages, wipes off depreciation, and meeting interest, is nearly as much to-day as the estimated cost of the line."

3114. Sir VINCENT RAVEN: Was there any answer to that?—I think not; it is not there contained.

3115. Sir SAM FAY: You know that that comes back to the financial question?—Yes, in part, but not wholly. I can quite see where finance bears very largely upon it, but even if a line were being constructed with the amount of money they had and was constructed part of the way, that part might be put into profitable use or into use which would in itself save interest. You know the country you travelled through from Dubbo to Werris Creek, and you can quite understand how little excuse there is for such a line as that taking 10 years to build.

3116. There would be no excuse for an engineer obviously if he had the money to do it with; but if he had not the money to pay for the railway, he could not be blamed?—Well, that brings us back to the question of finance at a later period.

3117. Sir VINCENT RAVEN: I take it, you suggest, that during the time that they were at work they were working in an uneconomical and slack manner?—Yes, that is so.

3117A. And you say that is not waste which was entirely due to stopping the contract and to having all the contractor's tools lying idle and starting again at some other time—I understand that you suggest something more than that?—Yes, I do, because I have seen a little patch work done in one place; then a few miles on a little more patch work done in another place, and so on. On one occasion when the Chief Commissioner met us in conference, we suggested that consideration should be given to railhead construction, and submitted that such a line as that would have lent itself to such a scheme. Of course I speak only as a layman, and with some diffidence before experts. The Chief Commissioner said to me, "What do you mean by the railhead construction?" I said, "The same class of construction that I believe they carry out in Canada, and that is a line progressing and carrying a lot of its own material as it goes along." What has been done in this case is this—I have seen the teams under expensive freightage, carting stuff down and dropping a little of it at one spot and a little more of it at another stop, and there seemed to be no co-ordination of the work at all, but it was done in threads and patches—a bit here and a bit there, and a bit somewhere else, instead of having the whole thing co-ordinated.

3118. Sir SAM FAY: Was it started at both ends or from one end only?—It was started at both ends. I have also been informed, in regard to the cost of the day-labour job on the Glenreagh-Dorrigo line—though I am a little diffident in quoting these figures because I have not confirmed them, but the figures as given to me by the head of the Country party in Parliament show that the estimate was £880,000, and that it had cost by day labour over £2,300,000, but I give those figures with some degree of caution as I say. That is with regard to the Glenreagh-Dorrigo section of the railway. In regard to the Werris Creek to Dubbo section of the railway, this line has been laid with 60 lb. rails, and on the first drought pinch this line will not be able to carry the traffic that will be



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required of it. Soon after it was completed it was congested for weeks at a time—there were loaded trucks left all along the line, I am informed and at the Dubbo end they had the yard so badly congested that they could hardly deal with the traffic. This line will want railing with heavier rails. Inquiries should be made as to who was responsible for putting down the 60lb. rails. One Commissioner, Mr. Harper, opposed this line, which by the stock owners was considered all important as drought insurance. Many years before Mr. Harper's time Mr. Eddy strongly advocated it.

Regarding the duplication of main lines, years ago, I raised a large deputation of business men and stock owners to the then Premier, Mr. Weiland—this would be pre-war—and Mr. Russell French, who was the general manager of the Bank of New South Wales, offered on behalf of the two leading banks in Sydney to find a million pounds a year for three years for duplication purposes. The attitude of the Railway Commissioners at the time was that such an expenditure would upset the labour market. The duplication has been years behind time, for every spur line added has poured traffic into the bottleneck system and created more congestion.

3119. With regard to that offer of the banks, what were the terms—what was the idea at the back of the offer?—Would not the Government finance itself in the matter?—The idea was this, that the railway service at that time had become so unspeakably bad that a number of business men, including the Chamber of Commerce, joined together to go and see the Government, and they urged upon the Government the necessity of duplicating the lines at once, and when they went there they were backed with this offer of the Bank of New South Wales and the Commercial Banking Company of Sydney, Ltd., that they would put £1,000,000 a year for three years for the purpose of duplication.

3120. A million pounds a year in Government stock, or in what shape?—The offer was that they would loan it to them at the ordinary interest rates of the day.

3121. That is to say, that they would take up Government loans to that extent. Is that what you mean?—I remember the incident very well indeed, because I organised the deputation, but I think that in those days we had no bonds on tap at the Treasury such as we have to-day, but there would have had to be some arrangement. However, the banks were prepared, at the ordinary rates, to advance them that money for that time. It was a most unusual thing at the time, showing the urgency that commercial people attached to the proposition.

3122. That was the doubling of the main line south and the main line north, was it not?—North, west, and south.

The new railway station at Milson's Point brings to my memory another piece of wastage. Some years ago, an attempt was made to shift the traffic from the old Milson's Point station to the site of the present one, but the arrangement was so bad and the clamour and protest of the travelling public was so loud that the service had to be transferred back to the old station, and the new station had to be abandoned. Inquiry might show that a considerable sum was wasted on this, which goes to swell the rate of fares and freights.

3123. Is the present new Milson's Point station on the site of the one that you have mentioned?—Yes, the one that had to be abandoned was on the same site as the present new Milson's Point station. In those days it had to be abandoned because of the bad accommodation.

In dealing with the question of railway construction, when the Chief Commissioner met a conference of members of the Central Council it was suggested to him that it would be much cheaper and better for the community if the contract system were reverted to. His reply was that it had been found far cheaper and far more satisfactory to use the day labour system. Well, I am afraid he did not convince any of his hearers on that point.

The future lines to be constructed should be policy lines and not political lines, which has been the vogue in

the past. There are cross-country lines still wanted that would be far more profitable to the department and would enable them to earn as much on a shorter haul as on the longer haul, at a reduced rate. So long as new railway lines are in the hands of politicians, the political, and not the business sense, is likely to prevail. Although it does not actually apply to the New South Wales system, I should like to quote a certain instance, because it had to do with the question of day labour in comparison with contract labour. I have work going on in Melbourne at the present time in connection with the opening out of a coal-mine about 30 miles from Geelong. We required there a siding of some few chains, and we called for a departmental estimate, and they gave us a price of £3,244. We have let it to a private contractor for exactly the same work, for £1,889, which is a saving of £1,355, on that small amount. That is an instance of day labour *v.* contract. I notice in this morning's paper an extract which I have cut out regarding certain work done by a city council here—it states that the day labour estimate was £14,280 and the contract tender, £8,463. I quote these only as a general indication of what the added load is to our railway lines by the use of the day labour as against the contract system.

To anyone who is constantly travelling on the railways there is evidence of over-staffing and of neglect by the staff, want of care by the officials, and general slackness. Goods are sent to wrong destinations; stock is sent in the wrong way; merchandise is roughly handled and so on. Last year a truck of my cattle which was consigned to Flemington for sale was sold in Newcastle; and another truck that was consigned to Newcastle was sent to Flemington. That was at the same time.

3124. That is to say, they were crossed?—Yes. I told my manager to send down a couple of bullocks; he did so. When the account sales came in, there were three cows on it, and I wanted to know from the manager what he was doing, what he did by putting the bullocks and cows together, and I sent the thing back to him for reference. The manager reported to me, "I don't know where they got the three cows from, I did not load them." This information caused me to go to the agents and I said to them, "What the devil are you doing, selling other people's stock and putting the account sales into me." He said, "We will inquire into it at once." Inquiry was made, and it showed that myself and another man were trucking at Werris Creek on the same day, and his stock had been sent in my name to Flemington, and I had got his account sales, whereas his stock should have gone to Newcastle; also my stock which should have gone to Flemington, was sent to Newcastle, and sold, and this other gentleman got my account sales. It took us some months to rectify this matter, the department endeavouring to escape liability for it. On another occasion last year I sent a truck of cattle away from Hornsby to Gosford. These cattle went to Waratah. Another truck of cattle, which was intended for Waratah was sent to Gosford. The difficulty that I find in these matters is that I do not follow these things myself; they are trucked perhaps under my own observation, or under my direction, and the man who has to receive them does not know whether they are cattle that were sent to him or not—as in the case of the agents. A few weeks ago at our Easter Show time, I was consigning several bulls north. I had advised them at Singleton that one bull should be unloaded there. I then altered that instruction here, because I had bought more stock. I instructed the department here at headquarters that that bull was not to be unloaded at Singleton. Perhaps it was my fault that I did not advise both ends, but anyhow be that as it may, the result was that the people were not advised departmentally at Singleton, and that bull was unloaded at Singleton, whereas it should have gone on for another 200 miles.

With regard to the Appeals Board, I would specially suggest to the Commission that they review the findings of this board for the past two years—more particularly as



regard the reinstatement of drunkards. On the 16th May I reported a guard who was drunk on the platform—I reported him to the station-master. During last week I made inquiries to see if that report had been received at headquarters. No report had been received at headquarters. That man was drunk on the occasion when I reported him, and it should have been reported to the proper quarter. The inquiries which I have made in these matters come through authentic sources. There are increasing costs and charges in nearly every direction, and in many cases there are small irritating charges. For instance, it cost me yesterday 3s. 4d. to recover a pyjama coat which I had left in a sleeping compartment. A short time ago such things as that if lost and recovered were handed back to you free of charge. Of course that is only a small thing, but it shows what happens in these matters.

3125. Sir VINCENT RAVEN: How did it cost you 3s. 4d. to get the parcel back?—That is the amount the department demanded of me, and here is the bill for it (*Handing document to the Commissioners*), which explains itself. These are very trivial matters, perhaps, but they show what is done.

3125A. Sir SAM FAY: This apparently included the lost property fee, as well as the carriage?—Well, that is quite a recent thing that has been imposed, because I was never previously charged for an article that I had left behind, when I have recovered it, and when I was asked for this fee, I regarded it as an exceedingly mean move to pinch a little more out of us in some way or other.

I should like the Commissioners to inquire as to how many years the trains have been slowing up when going over the Breeza Bridge, and as to why they have been slowing up. Breeza Station is on the north-west line, and is the first village station beyond Werris Creek. I think the Commission will find that this has happened since June, 1920.

There is another thing which might be of interest to the Commissioners, and that is some of the departmental estimates which have been put forward with regard to proposed railway lines, and the actual earnings on those lines after construction, because in a large number of cases they have been very wide of the mark indeed. In regard to the inquiry into the Werris Creek to Dubbo line, I took a personal interest in that, and I called for a report showing how wide the earning power had been, after construction, from the railway estimate, in comparison. I think that in ninety cases, it was always greatly exceeded—i.e. the results practically exceeded the estimates.

3126. In a case of the Dubbo to Werris Creek line it would be a ten-year-old estimate, would it not, if it took ten years to build?—Yes, but we cannot use that as a comparison, because the earning power on that has only been about three months, and I think it will be found that in those three months that it had been running the earning power on it would exceed what they have given it for the year.

3127. Which they gave ten years ago?—Yes, but still we have to go further back than that in regard to their estimate, because that has not had a year's trial yet.

3128. Before you go on to the next point—you said that there was evidence that the staff was redundant. Can you give us any detailed information of that, or can you give us any idea with regard to it?—No, it is rather a difficult thing for me to do, and a difficult thing to ascertain, short of a special investigation; travelling about, one gets the sense of this thing. Let me direct the Commissioners' attention to one thing, and that is an inquiry into what staff is required at Brayfield station, that is, I think, 3 miles from Corrindi; and as to why that staff is kept there at Brayfield when there is no traffic there, seeing that Corrindi station is so close to it.

3129. Are there any unattended platforms near it?—The platform on the east of it would be Willow Tree, which is a small village. Brayfield itself is only a plat-

form. Corrindi, of course, is a country town, and would be about 3 miles from it. I think Corrindi would be 3 miles, and I think Willow Tree would be 6 miles distant from it. That is only one thing that has occurred, but it is a general sense that one gets of these things through travelling about the country, and which causes you to get the impression that there is an over-staffing existing.

3130. Do you refer more particularly to the smaller railway stations?—No, I do not—on the contrary I think it has reference more particularly to the larger stations. Of course the place I just referred to is a very small place, but I believe it will be found in that case that three men are kept there on a station where there is no traffic.

3131. What would that staff consist of—a stationmaster and two porters?—I should say it would be a stationmaster and two change men. I give that instance with a degree of hesitancy, because it was mentioned to me some time ago, and I have not got it firmly in my mind; however, I would invite the inquiry into that matter.

3132. Sir VINCENT RAVEN: Have they got to be on duty during the whole of the twenty-four hour?—I should think not—I should think they would go on in watches. What I wanted to put before the Commission was that if it is the fact that those men are there at that station, why should not economy be practised in regard to the matter of passing trains, so that something could be done either at the Willow Tree end or at the Corrindi end, at both of which places there are staffs employed.

Before concluding I should like to add a few suggestions that I think are not at variance with those that have been put forward by the Central Council. I should suggest that the Appeals Board as at present constituted should be abolished, and that if such a board be necessary it be composed of members who are picked from business circles and not from servants, or from the professional or political ranks; also that the function of such body should be to advise the Chief Commissioner, whose decision shall be final, also that no appeal be allowed in the case of proved drunkenness. I also suggest that the servants be free from control of the Arbitration Court, this being a very fertile cause of strikes. I suggest that proposed new railway lines be submitted to a special board to be constituted for that purpose and composed of three members to be chosen from commercial or business ranks with the Chief Commissioner *ex officio*, and no member of Parliament past or present to be eligible for this board. It is to be a board to review the requirements of the State as a whole, and should advise the Government what lines are desirable for the general benefit of the community, and as to their merits and the order of their construction. I suggest that the railway accounts should be kept separate from the consolidated revenue and be under the direct control of the Railway Commission; any interest charges to be paid to the Treasury in respect of the capital invested in the railways for which loans have been floated.

3133. Sir SAM FAY: Do you suggest that the existing loans, amounting to over £100,000,000, should be taken out of the consolidated fund?—Yes.

3134. And that they be transferred to the Commissioners? (*Pauses*). What I was trying to think out was this: I take it that an allocation could be made from the public account in regard to the amount of loan money that had been used in the construction of railways.

3135. That is a known figure to-day, is it not?—I was thinking that it should be; but the question then comes of whether there has been any work done in the railways which has been from revenue, but as far as the loans are concerned, I should advise that they be taken out of the public fund, and set on one side, to be subject to whatever interest charge should be made, which would have to be the average rate as it is now. I can see certain cross wires which I cannot at present get quite into line, but there it is.

3135A. I suggest that the Railway Commissioners be empowered to borrow money by bond or debenture for the



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construction of lines, and acquiring material, or for other necessary expenditure, but that any amounts in excess of £20,000 to be subject to the recommendation of a special board of inquiry, to be authorised by Parliament—any such bonds or debentures to have the State backing.

3136. Sir VINCENT RAVEN: That is for new work, I take it—not for renewals for maintenance of stock—because £20,000 is a very small amount?—Well, the Commissioners would have more knowledge than I on that point, as to what should be the amount. I was limiting it in my own mind, and thinking that where special amounts were required they ought to be submitted to this special board of inquiry, which, I suggest, should be the same board that I have already mentioned as advising the Government in respect to any further construction of lines.

3137. Sir SAM FAY: But these moneys that you speak of that should be raised by loan, would be for purely capital purposes—they would not be for purposes of renewal?—Then, would you limit renewals to revenue only?

3138. Yes; a renewal is simply keeping up the original capital value—maintaining. It should be done out of revenue?—It should be, under ordinary business conditions, but then comes the question whether in view of the past history of the railway lines, it would be wise to assume that that could be possible. I think I may safely leave that to the Commissioners.

3139. You do not suggest that capital has been raised twice, do you, namely, once for the original rolling stock, and then again for the renewal of it?—It would not be sound business, taking it from the broad business view, but the question comes of what is the necessity of the situation, seeing that no reserves have been put to one side—unless they be secret reserves—for this purpose. Under ordinary business conditions of trade or banking, of course, there are general reserves.

3140. Sir VINCENT RAVEN: For the purpose of keeping up the capital value?—Admittedly—maintenance. I am afraid that the policy in the past has either not permitted it, or they have not accepted that condition in regard to our own railways.

3140A. I suggest that where in the opinion of the special board of inquiry, developmental lines should be constructed which are not likely to earn interest in their early years of traffic, that any deficiency of interest should be made up by the Treasury, if such lines are authorised by Parliament—of course, they have to be authorised by Parliament before they can be constructed. Any accumulation of profit to be used for the upkeep and for the renewals, so as to increase efficiency.

3141. Sir SAM FAY: On the whole, do you mean, or only on these particular lines?—I mean on the whole. I should also advise that the Railway Commission should be reconstituted, with four Commissioners, namely, one with an expert knowledge of traffic, one with an expert knowledge of the mechanical side—engineering; one with a knowledge of tramways—and a chief engineer with a wide experience of the business side of railways, and who has been associated with the control of railways outside of Australia, because I think that men who have been reared in a bad service are not capable of improvement; they have become accustomed to the service, and the service to them. This need not conflict with the idea of, we will say, sub-commissioners being in charge of each division. In regard to the evidence that I now tender upon that, it is slightly different from that put forward by the Central Council, because they have indicated the necessity for a commissioner being in charge of each of the different sections, namely, the western and the southern, but I recognise that that one commissioner is not likely to have all the qualifications of the mechanical side, the traffic side, and the business side; therefore, although there is a small added expense, if the efficiency is increased in any degree, it would be better for the central control to be a

board of four, and that those three districts—perhaps a fourth with regard to the metropolitan area—but at least those three systems should be placed under some person whom I will style, for the sake of argument, a sub-commissioner, with greater powers than they have to-day, and so as to avoid having to refer matters of no very great importance to the central control, and to deal with them locally.

3142. It was suggested, if I remember rightly, by your spokesman who was here last week, that the control on the engineering side, both mechanical and civil, should be under sub-commissioners. The idea put forward, I think, was this, that there should be three divisions to be under an assistant commissioner for each; that the chief engineer should be responsible for the whole, namely, the chief mechanical engineer should be responsible for the whole, with an assistant for each division. That is what I understood the proposal to be?—Well, in that case, he would put the mechanical and, I take it, the traffic in the hands of a less important person than I am indicating, namely, he would have it in the hands of the chief engineer instead of it being in the hands of a higher head in respect to the one commissioner, who would be fully qualified in that particular line.

3143. Your idea is that you should do away with officers altogether as chief officers, and that your commissioners should be the chief officers?—Oh, no. There is still a necessity for all the heads, and for the Chief Commissioner, but above these people should be a commissioner, who would be fully qualified in that particular line.

3144. That is to say, you would have a chief engineer and a chief engineer commissioner?—Practically, if you put it that way.

3145. Sir VINCENT RAVEN: What I take it you mean is, that you would have the chief mechanical engineer doing the ordinary work of the line, but that the commissioners, or one of them at any rate, should have a knowledge of mechanical engineering, so that he would be able to talk to the chief mechanical engineer in an intelligent way when that officer brought matters under his notice, namely, that he would know something about the work that was being discussed?—Yes, that he could even direct the chief mechanical engineer.

3146. Sir SAM FAY: Do you know of any such organisation as that anywhere?—My knowledge of railway matters is limited to my own State, so that I do not know of any such.

3147. Sir VINCENT RAVEN: Is that not very much like the vice-presidents in America. My knowledge is that a good many of the vice-presidents there have been mechanical engineers, and that they take charge of certain sections?—I feel that a good deal of the wastage that is palpable even to me, a layman, might have been saved to the community had there been some higher authority than, I will say, the Chief Mechanical Engineer.

3148. Sir SAM FAY: Two people to do one job?—I think so, where there is something over £100,000,000 at stake. I think that a salary should be attached to the post of Chief Commissioner which will be sufficient to attract some man of proved high-grade capacity from overseas. Of the various Commissioners we have had, I think that I am right in saying that the late Mr. Eddy is the public's accepted standard of efficiency. Of course, that dates back some years.

3148A. In conclusion, it is my considered opinion that it would be for the general benefit of the community if the railways could be sold to some private company at near capital cost, and the money devoted to reducing the State debt, because the public would be likely to get a better service by the saving of present waste. I know that many other people are of the same opinion as myself in this regard. From the experience of many years of travel on our railways, I am afraid that the present attitude of our Railway Department to-day to the general community may be summed up in the sentiment, "The public be damned."



3149. You will admit, will you not, that there has been a very great change, and a very great growth in your railway service—in your railway lines—your equipment and everything else, in the course of the last ten years? You will admit that?—Yes.

3150. Probably greater than in any other railway system of any magnitude?—I am hardly able to answer that, because I have not the comparison; but in Australia, I think that it would be so.

3151. Thirty-five per cent., you will admit, is a very large increase of mileage?—Yes.

3152. Also 35 per cent. in capital?—Yes.

3153. And at the same time the existence of a very great deal of difficulty in the Commissioners in obtaining money to carry on?—That also has been a trouble in the past.

3153A. You see, we have to compare these things, and to bear them in mind when we find that there is criticism, criticism which I do not suggest is unfair—but when we find the criticism we have at the same time to remember the difficulties confronting the people who have to carry out the administration of the railways?—Yes, and I do not minimise the difficulties but I am conscious—and many others also—of deficiencies quite beyond those difficulties. Now you are referring to the increase in railway lines in ten years, but in going back I gave you the amount that I was paying in 1904 for my railway ticket, and the amount that I am paying at the present day, and I showed you how high I am paying for a very much reduced distance. It is usually accepted amongst business concerns that the larger your turnover and the greater the expansion of your business, the cost proportionately, whether it be tonnage, mileage, or whatever it is, comes down, and that there should be with a larger turnover a smaller cost. Even allowing for all the increase that has been brought about owing to outside influences such as war influences, I think we can sense the fact that the increase has been out of proportion to all those outside factors.

3154. Do you think that Australia is paying more per cent. in increase of rates and fares than in the case of other countries that have been affected by the war?—I could not answer that question, because I have not a detailed knowledge of what is going on elsewhere.

3155. If we find that your rates and fares have not been increased to a greater proportion than in America—North and South—in Great Britain, and in Europe as a whole, would you think that your rates and fares were then too high?—I am sure that there could be great economies effected which would reflect on both fares and freights; that is, if the railway lines were conducted on a better business basis than they are to-day. One of the things

you have referred to, viz., the shortage of money available to the Commissioners for the carrying out of these lines, bears upon one of the suggestions I have made in regard to the Special Board of Inquiry, viz., that we shall do away with these political fragments of lines which have too often in the past been the result of political influences rather than of business foresight in respect to the requirements of the community.

3156. Looking at this map (*map displayed before the Commissioners*), looking at the great area of New South Wales—do you suggest that any of these lines ought not to be made, and that they would not be made at some time or other?—No, none of them, but the order of their making, and the way in which they were made had, I am satisfied, added to the capital cost of all of them, of recent date—that is, I will say, within the last fifteen years. In that connection I would direct the attention of the Commissioners to the North Coast railway line particularly, also to the Werris Creek to Dubbo line.

3157. Do you think that those lines ought to have been made before some of these other branch lines, is that the idea?—Not entirely that, but they have been made without reference to requirements and to merit. They have taken certain areas, and they will run a line along there a little way, and then they will stop when the line gets a certain distance.

3157A. Stock owners were advising an extension from Bourke to Baranga, with a special reason behind that, to strike the Queensland border with the hope that the Queensland Government would connect up. If they did not connect up, it would give us a very large area in Queensland that we could draw our stock supplies from, both fat and stores. That is a line which, if put before a board of business men, they would see the necessity for free of all political influences.

3158. Would you prefer that money should be spent on new lines rather than on new rolling stock and so on, to put the existing lines into a better shape?—I should certainly say spend the first money on raising the efficiency of the rolling stock. I would increase the duplications. I think that is a most necessary thing on the Northern line particularly. In conclusion, I hope I have not trespassed upon your time with too many small matters. I have here a number of newspaper clippings, and I will ask the Commissioner to run over them if time permits. They show that more than myself think that some alteration is wanted in our system.

3159. Sir SAM FAY: We will look into them.

(At this stage the further hearing was adjourned till 2.30 p.m. on Thursday, 7th August, 1924.)

#### SEVENTEENTH DAY.

THURSDAY, 7 AUGUST, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

#### COMMISSIONERS:

Sir SAM FAY.

| Sir VINCENT L. RAVEN.

JOSEPH CLIFTON LOVE, ex-president, Associated Chambers of Manufactures of Australia, further examined:—

3160. Sir SAM FAY: I understand that the first suggestion you wish to make is that the times for the receiving of goods at the various metropolitan receiving yards should be extended—heavy goods, 1 p.m. to 3 p.m.; general goods, from 3 p.m. to 4 p.m.?—Yes. We are a deputation from the Chamber of Manufactures, and each of us

was entrusted with the duty of setting before this Commission the facts and suggestions in connection with the particular item in which he was well versed. Mr. Waitt will accordingly deal with the heavy goods—he is one of our councillors; Mr. Newlands, who is a senior vice-president of the New South Wales Chamber, will handle the section which he is in touch with, and I, as the ex-president of the Chamber of Manufactures, will deal with the general goods. With regard to these, the position is that until just recently the yards have been closing at 3 p.m. At the



Witness—J. C. Love, 7 August, 1924.

outset we wish to say that we have not come here in a spirit of carping criticism, nor with the intention of complaining about the management of the railways—as manufacturers, we have nothing to complain of as regards the management of the railways. We consider that in the hands of Mr. Fraser, the railways are well managed, all things considered. The majority of people who are not in business fail to realise that New South Wales is a vast territory, and has had to be opened up by means of railways—some of them very dead railways indeed owing to the absence of large rivers. In the circumstances we consider New South Wales very fortunate in having a man of the type of Mr. Fraser to manage the railways. He has to cope with a tremendous lot of political effect, which leaves him to work off a dead horse representing a million a year and interest on non-paying lines; so that we as business-men who are always using the railways, say that in Mr. Fraser we have a man who manages the railways well, when the disabilities he labours under are taken into consideration.

3160A. Now with regard to the hour of 3 o'clock, we say that owing to labour conditions, that hour is too early. We get our loads on, and we have to get them away from our works not later than 2 o'clock to get to the railway. Workmen, owing to various Union arrangements, do not have regular meal hours—some closing at 12 o'clock and some at 1 o'clock, and consequently if the time were altered from 3 p.m. to 4, it would enable three loads to be received at the railway yards instead of one.

3161. You are unable at the present time to send your vehicles into the railway yards up to 3 o'clock?—Yes.

3162. Does not that mean that in many cases you do not get clear until from half-past 4 to 5 o'clock?—Well, as far as we are concerned, the lorries do not come back at all; there is always some excuse given by them to the effect that they do not get clear of the yard.

3163. Do you send your goods into the yard already sorted so that they may be delivered to the various stages?—Our firm does.

3164. We have been to Darling Harbour and seen some of the conditions, and we are told that if the hour be extended, it will mean that their work will be extended an hour later and will mean an alteration of the departure time of the goods trains; because, although you go in at 3 o'clock, you do not actually deliver and get clear of the yard until an hour or an hour and a half later?—Is not that the fault of the congestion at the yard? As a business-man, would not I put on more hands so as to get a quicker discharge from those carts? We look at it in this light, that the delay to a goods train of an hour at night is nothing in consideration of the relief it will give to the commercial traffic. Unfortunately for the railways, the management are hampered by awards as to hours, the same as we are; but in the old days the yards closed at 5 o'clock and they received up till 5, and then it came to 4 o'clock, and now to 3.

3165. At what time would your lorries actually deliver the last of their load to the station?—I would expect them to do that one hour at most from the time they entered the yard; that is to say that going in at 3 o'clock, they should be clear of the yard at 4, and if they went in at 4, they should be clear at 5. I think that applies to 75 per cent. at least of the trade.

3166. Do they sometimes leave over until next day, some of the goods that you deliver there?—I could not say—we have not a concrete instance of that in our particular business.

3167. It would mean that they would not be able to send their goods trains away until about an hour and a half later—that is, allowing for the necessary shunting after the trucks were loaded?—Well, an hour and a half after 4 p.m. is 5.30. At the present moment it is 4.30 and we consider that too early an hour to cease receiving goods.

3168. Of course, you have long distances to get your goods trains over in this country, and you have to keep

clear of your passenger service?—Yes, that is so, and you have a growing city with a growing demand for the despatch of goods, and you have to take means to relieve the congestion.

3169. I am pointing out to you that there are other questions to be considered besides the actual clearing of goods?—Yes, and that is why I prefaced what I am saying by pointing out that we have no fault to find with the railways; we are only putting suggestions forward which we think will relieve the congestion at Darling Harbour.

3170. The receiving stages there appear to be ample?—I do not think they are.

3171. A great deal of the accommodation there is new, is it not?—Yes. I do not think there are enough porters there; they do not get rid of the stuff into the trucks quickly enough.

3172. What is your next point?—The next is No. 2, dealing with Darling Island, the first of which deals with the insufficiency of porters to check goods—I have just dealt with that. The next thing is the difficulty of locating trucks, and consequent loss of time. A man goes over there with a load, and finds the greatest difficulty in knowing what truck he is to load into—that is where they are loading direct into trucks, and not on to a stage. That is just a question for the head porter, who should detail a man to tell the carters where they are to take their stuff. As it is, when a man goes there, he is not told at what part of the yard or into what truck he is to load. Well, I would not say that he is not told, but that he has to find out. This kind of thing involves considerable delay at times.

3173. Sir VINCENT RAVEN: He has to find a man that can tell him. Is that it?—Yes, that is the point. We say the man should be there; the carter should not have to look for him. There is no indication in that case, as there is in the case of the stage, as to the particular destination.

3173A. The next matter deals with country stations, and is under the heading of No. 3. We suggest that at all country stations where porters are in attendance, truck loads should be counted and signed for. Trucks now arrive from country stations marked "not counted." This may be intended as a means of relieving the Railway Commissioners of responsibility in the matter of shortages, but is neither satisfactory to consignor nor consignee. We get that kind of thing in many instances.

3174. You mean that they receive the goods into the trucks, but do not count it?—Yes, and then mark your ticket "not counted." That means that we have no redress against the man at the other end if he disputes the matter, and it is naturally our liability if we have not a clean receipt. If you had a bill of lading marked "insufficient package" or anything like that, you would not have a claim on the shipping company. The railways take up that position.

3175. What position do they take up in cases where they do count the goods?—They are then liable for shortage if there is a shortage; they have never repudiated, that I know of.

3176. They have paid your claims when they have delivered short, have they?—Yes.

3177. Would that be at any rate of charge?—Yes.

3178. They have two rates, one of which is the Commissioners' risk?—Yes, that is when damaged in transit—that is the Commissioner's risk; not loss.

3179. Any way, if they acknowledge the receipt of a certain number of articles, they are prepared to pay if they do not deliver them all?—Yes.

3180. But in these cases you speak of, they give you a ticket saying that they have not counted the goods?—Yes, and that is not our fault. I think it is through insufficiency of staff, and if the man has not time to check it, another man should be there to assist him to check it. It is a business deal absolutely—you would not accept that receipt from any other organisation in commerce.



3181. What is the next point?—I have dealt with No. 2—that porters in charge of sections should be provided with plans and be able to direct carters to their trucks with a minimum of delay. In connection with that, we find out that present methods are haphazard, and more often than not no indication can be given of the location of trucks—the carters report that they can get no instructions as to that.

3182. What proportion of your traffic goes direct to truck?—Most of ours would go to the truck, because it is at the cheaper rate.

3183. Do you get a full truck load?—No. We come under B rate or a cheaper A rate, but the minimum under B rate would be about 3 or 4 cwt.

3184. But what proportion of the whole of your goods, so far as you are concerned, would you deliver to truck compared with the stage?—Fully 75 per cent. of our trade is delivered to truck.

3184A. The next item is No. 3, dealing with country stations. Well, I have said something about that; but we say here that at all country stations where porters are in attendance, truck loads should be counted and signed for. Well, this is an important matter. We naturally buy a large amount of produce in the country, to come into the city, and we complain about the same thing with regard to stuff going out of the city. At present, grain is loaded at country stations where there are porters. Of course, where the stuff is loaded at sidings, that is our funeral, and we are prepared to take that risk; but where there are porters at a country station we think we should not be put in the position when we receive stuff from clients of having to turn round and say, "We counted the load on," because we have not a clean receipt to show that this was done.

3185. You mean that you have the same difficulties there that you have at the other end?—Yes, in fact it is worse there.

3185A. The next item is No. 4, and deals with railway weighbridges. When we have complained of the difference between railway and private weighbridges we have been told that their weighbridges were only used to check the weight as regards freight, so that they could charge freight, and that it had no bearing on the weight. We did not take any exception to that when they made no charge, but they now make a charge of 3d. a load for weighing, and we think in those circumstances they should be subject to the same law as we are, so that we could take their scales the same as they take ours, and so that we can say to our clients, "That is the weight; we will stand by it; you can sue us if you like."

3186. You have here a penalty for using improper weights or scales?—Yes.

3187. Does that not apply to the Railway Commissioners?—I would not like to say that, because of information which I just got when coming along here, but up till very recently, the Commissioners were not liable—they did not have their weighbridges certified to by the Scales and Weights Department.

3188. So that the physic which the State administers to the public, it is not prepared to take itself?—That is it. You see, we have to pay for the stuff bought in the country, by weight, and it does not do to be everlastingly disputing the man's weight at the other end. We have the railway weighbridge at this end, then when it comes out on to the public weighbridge, we have even a difference between the railway and the public weighbridge.

3189. Do you suggest that they do not test their weighbridges?—Well, I want to be careful in my statement, because I got the information when coming along, that they do, but it is only recently, and maybe since we put this information in. The other weighbridges are tested by the State.

3190. You do not know what department checks the railway weighbridges?—I was informed that no Government department checks them but their own. If they are

willing to stand by their testing, and if necessary deposit to the correctness of their weight in a court of law, we shall know where we stand, but at present we are told that they only weigh for freight purposes.

3191. They do weigh for freight purposes, but do you want to make use of these weighings by the Commissioners for purposes of sale or purchase, or for purposes of check?—We want it for purposes of check when paying for produce coming in. We receive about 140,000 sacks of oats and about 80,000 sacks of maize, and we have to pay for it, and it would either be a case of a very fine robbery or a very heavy loss, and we are desirous of escaping a position which is productive of suspicion. We know that you cannot carry stuff without loss, which we know is recognised as from  $\frac{1}{2}$  to  $\frac{3}{4}$  per cent., but when it rises to 1 or 2 per cent. suspicion is aroused that something is wrong. If that state of affairs could be minimised it would be in the interests of all traders.

3192. Then what about No. 5?—In regard to that, Mr. Newlands is better qualified to speak than I, and I would like you to hear his evidence on that.

STEPHEN FOSTER NEWLANDS, Senior Vice-President, Chamber of Manufactures, New South Wales, sworn, and examined:—

(In accordance with Mr. Love's wish, Sir Sam Fay invited this witness to address himself to question No. 5, dealing with interstate trade.)

3193. WITNESS: The reason why this suggestion was brought forward was that our council thought that there should be through rates between the different capital cities of the Commonwealth for goods to be transferred from one State to another. My firm had experience about three or four months ago in regard to the transfer of a lot of bedsteads from here to Melbourne. At that time shipping freights were high, and we thought that rail might be cheaper. Accordingly we made inquiries, and had great difficulty in finding out the through rates from Sydney to Melbourne, *i.e.*, rail direct from Sydney to Melbourne.

3194. Are there rates in existence for that purpose?—There were rates in existence, but we had difficulty in obtaining them, and we thought it might be suggested to the Commissioners that the manufacturers be informed what the through rates are, or that it should be made easier for the manufacturer to ascertain them, in which case it would be mutually beneficial to Commissioners and manufacturers, because very often we could divert goods from ship to rail in the case of the capital cities. The amount of interstate trade is admittedly not great in hardware, but it could be improved, I think, if freights could be reduced, in which case there would be much larger amounts of goods sent by rail than are sent to-day by the sea—it is quicker transit by rail, and even though it may cost a little extra it often pays to send by rail rather than by sea.

3195. You say you have difficulty in finding out what the rates are?—Yes, and it has been so with our firm particularly in finding out the rates from Sydney to Melbourne.

3196. Are there through rates to other towns in Victoria apart from Melbourne?—I do not know; that would have to be ascertained on the Victorian side.

3197. The rates between stations in New South Wales are published?—Yes, they are easy to ascertain, and we think that the through rate for goods from Sydney to Melbourne should be available in the same way as if the rate were a passenger ticket between those places.

3198. Sir VINCENT RAVEN: Is not the rate fixed and available to be seen in any documents?—We do not know that it is.

3199. Sir SAM FAY: The same thing applies to Brisbane, does it?—Yes, it applies to the capital cities.



Witnesses—S. F. Newlands and W. A. F. Waitt, 7 August, 1924.

3200. Those are the only places in which you are interested?—Well, that is the suggestion we make here. Personally I am also interested in the cheapening, if possible, of our present heavy freight rates—that is No. 6 on our list of requests.

3201. Mr. LOVE: I should like to add something to Mr. Newland's remarks in regard to No. 5—interstate trade. If our request in that regard were granted it would greatly assist in the bringing of grain here from another State. At present we are bringing grain from Queensland and from stations in Victoria. We ought to be able to get a rate at which to bring it from Ballarat or Wonggaratta or Benalla in Victoria to Sydney. In bringing grain from Albury and Tocumwal and such border towns we at times get congestion on account of shipping troubles and the risk of that trouble would be obviated if we could be supplied with a rate book showing these interstate rates by rail.

3202. Sir SAM FAY: That is to say, an imaginary line dividing the States should not interfere with the exchange of produce between them?—Exactly.

3203. Mr. NEWLANDS: I was going to refer to No. 6—to ask can the Commissioners devise a means of generally cheapening our present heavy freight rates, and no doubt Mr. Love can amplify that. When I went round the world in 1912 I was greatly struck with the large hauling power of the American railroads, and I think it would be a great thing if we could adopt here those large engines used in Canada and the United States, and which in fact are to-day, I understand, being used in South Australia—I understand the newly-appointed Commissioner there, Mr. Webb, is an American, and he told them there a year ago that he was in favour of using engines with a 60,000 lb. pull at the drawbar, whereas they were then only using engines of 20,000. I think that would be one way of cheapening freights. I understand Mr. Webb had proved it lately, and has brought about wonderful economy over there with the larger engine which he is using. On the road to-day we have a small motor-car running along a concrete road, and it will deliver certain goods. We know that a Thornycroft 5-ton lorry will deliver five times that amount of goods. Well, you gentlemen are railway experts and probably the same thing could be done with the railways, i.e., larger engines with bigger hauling power could probably be introduced on to our railway lines; the advantage of this would be very clear if it was realised what a large amount of coal we have to pull up from the South Coast with the present small engines. If those engines were replaced with larger engines great economy should result.

3203. Sir SAM FAY: First of all, dealing with the question of rates: do you complain generally of the high rates that you are being charged?—Well, we feel that the introduction of these better engines in South Australia, with consequent economy, is going to cheapen rates there and affect our interstate competition and operate harshly as against this State. Are we in New South Wales going to be left behind in this matter?

3204. You are not complaining generally of the rates as they are to-day?—No, we think that the rates to-day are fair and equitable, and we get every consideration we possibly can from the Commissioners, who have always received us with the greatest good will and listened to our suggestions, and we have no fault to find whatever with the management of the Railway Commissioners.

3205. Sir VINCENT RAVEN: I do not think anyone could find fault with your argument that larger engines are more economical, if you have the freight for such engines?—Well, have not we the coal from the South Coast, and from Newcastle to Sydney, also the mountain

3206. Of course, there is a limit to your train load that you can carry, imposed by the gradients here; all those things have to be taken into consideration?—Yes, but I look at it this way, that some day we will have to have heavier engines, and I thought it would be better to intro-

duce heavier engines and strengthen the rails than to go in for duplication. The question will have to be considered by the railway people, because as the policy of this country brings about better roads, motor competition will enter into the business the same as it has done in England and America.

3207. Sir SAM FAY: Your conditions in South Australia are not quite the same as in New South Wales with regard to grades?—No, they have not the same mountainous country over there.

3208. You cannot move out of Sydney into the interior without going up the side of a house, as it were?—Yes, but it is hilly in Canada, too, yet their engines pull well up the Rockies. It must be remembered that the motors are operating over these mountains—they are taking goods from Sydney to Orange and Bathurst over roads which in some places are in a shocking state. The question is, what will happen when those roads are put in order. The answer is that probably instead of one motor lorry per hour leaving, there will be fifty; and if Mr. Webb can introduce these larger engines in South Australia—

3209. Has he got them?—I do not think he has many there yet.

3210. Has he got any?—Well, I should like Mr. Waitt to say something about that.

Mr. WAITT (*at this stage not sworn*): I do not know about that.

Mr. NEWLANDS: I think it was suggested at our council meeting, or it was overheard, that great economy was going to eventuate when this does come about, though I do not believe any of it has come about yet.

3211. Sir VINCENT RAVEN: The engines are increasing in size here, are they not?—Yes, Mr. Fraser told us that they are building much larger engines, and it is their intention to build larger ones.

3212. But of course you must remember that you have to take other things into consideration as well?—Yes, I know that, and I only speak of these with the ultimate idea that the railways may be worked more cheaply with the consequent reduction of rates, and therefore cheaper costs. After all it does help one State to have rates a little cheaper than another.

3213. Sir SAM FAY: You are really Australian manufacturers in the main?—Yes.

Mr. LOVE: Yes, we are entirely Australian manufacturers.

Mr. NEWLANDS: And our goods go from one State to another.

3214. Speaking generally you think that the classification of merchandise governing the rates is fairly equitable, i.e., as between one class of goods and another?—Yes, we do.

Mr. LOVE: We have nothing to complain about on that particular point.

Mr. NEWLANDS: Mr. Love's business is a food manufacturing business; mine has to do with the manufacture of bedsteads; Mr. Waitt's is heavy goods, and he will give his evidence on those.

Mr. LOVE: We realise that owing to the enormous number of political lines that were built, that Mr. Fraser is up against a big proposition, and has an interest bill of over £1,000,000, and has a loss bill on these lines that are built for political reasons. As business men we realise the difficulties of Mr. Fraser's, and we say it is a good job for New South Wales that she has a man like Mr. Fraser who is able to stand up to it. He makes a little slip perhaps, and the newspapers hound him down, while we business men laugh up our sleeves and admit to one another that we would not care to have his job.

WILLIAM ARTHUR FOSTER WAITT, Councillor, Chamber of Manufacturers, New South Wales, sworn, and examined, as under:—

3214A. WITNESS: I want to correct something in this letter. Perhaps I am responsible for putting in this 1 p.m.



to 3 p.m. (relating to heavy goods). I thought I would go down to the railways this morning and look over everything that interested me, and I found that the information derived from this book (*indicating book in hand*) was not correct. When I got down to the railways they showed me this slip, which has been added since, and it says, "In paragraph No. 2, 1 p.m. should be 2 p.m.," so that it means that the heavy goods are actually received up to 2 p.m.; so that as far as I am concerned, that rather takes the wind out of my sails to that extent. When they showed me what was being done at the railways, I had to confess that there was something in what they said. Then in regard to the suggestion of 3 p.m. to 4 p.m., what Mr. Love has said would be an advantage—it would be an advantage if we could get the time extended. I could not help confessing, after seeing for myself, that the arrangements at the railways for receiving are admirable, and, generally speaking, a man going in there with his goods ought to be able easily to find the truck he is to deliver his goods to, for, written up on the station all along are the names of the different stations, and, in addition, they write it on the trucks.

3215. Sir SAM FAY: You are referring now to the stages at Darling Harbour?—Yes. I want to be fair to the railways, and when the station-master and the Superintendent took me over the place and I looked into it, I found that I had not perhaps so much reason for complaint as I had been told I had by the men who were dealing there. It was pointed out to me, of course, that a number of merchants leave the delivery of their goods until the last minute, and consequently do not get away until 5.30, some of them, because their goods are not sorted out. If the railways could arrange that goods should be sorted out, no doubt the lorries could get away earlier, but if we crowd them as we do, I am afraid we will have to put up with the consequent delay.

3216. Do you think that if the time were extended an hour, there would be less crowding at the later hour than at present?—I do not think there would be quite as much,

and, in confirmation of that, they tell me at the railways that the time was extended for fruit merchants from 3 p.m. to 3.30, and that very little traffic came after 3 p.m.—that, in fact, they were early in the markets and that they want to get away with the goods; so that while there might be more crowding just at the hour of 3 o'clock under the present system, when the time is extended an hour, there would not be quite so many loads coming in at 4 p.m. as there are at 3 o'clock.

3217. I was led to ask you about that because it is stated that the town deliveries were done first by the commercial men, and that the railway came last?—Yes, that is what they say, and, mind you, I am open to confess that there may be something in that.

Mr. LOVE: Oh, no.

3218. Sir SAM FAY: You think they would still crowd into the later hour, do you?

Mr. WAITT: Well, as against that, we have labour awards which impose overtime rates in the case of a man working after a certain hour; so that it would not pay us to send the goods down too late, for fear of incurring overtime. Now with regard to the matter of the scales, I looked into that this morning, and was informed that the man goes over the scales every day. Well, if that is done by a man with authority from the Weights and Measures Department—and I have no reason to disbelieve the statement that it is done—then that may be an answer to what we say.

3219. When you say a man goes over them—is that merely testing them?—Yes, he tests them and puts them all in order.

3220. Sir VINCENT RAVEN: Is that done every day now?—I was told so by the station-master.

3221. Sir SAM FAY: Have you any other points that you desire to mention?—No (*from all present*).

(*The three beforementioned witnesses then withdrew and the proceedings were adjourned till Friday, 8th August, 1924, at 10.45 a.m.*)

#### EIGHTEENTH DAY.

FRIDAY, 8 AUGUST, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

#### COMMISSIONERS:

Sir SAM FAY.

Sir VINCENT L. RAVEN.

ERNEST EDWARD HERROD, general secretary of the Fruitgrowers' Association of New South Wales, sworn, and examined, as under:—

3222. Sir SAM FAY: You are the general secretary of the Fruitgrowers' Association of New South Wales?—Yes.

3223. Will you deal with these items as they appear on the list you sent us. First of all, you wish to speak with regard to the rough handling of fruit, particularly at junction stations. Will you tell us what you have to complain about?—The fact that it does not seem to be realised that fruit is a highly perishable product, and, in fact, should be handled as carefully as eggs. Fruit is thrown very often several feet at transferring junctions or at loading. It is thrown up from the line into the truck, and the truck is stacked up, and so on, and it is knocked about, and immediately the skin is damaged it sets up a process of decay, and by the time it reaches its destination it means that the fruit really does not last nearly so long as it should. It also has a serious effect, more particularly on fruit being sent to London. If it comes from Batlow or Griffith, which is a rail journey of about 400 miles, it has usually had three or four dif-

ferent handlings before it gets into the railway truck, and then it has got to be taken off the truck and hauled down to the ship's side. Then it is taken up into slings and thence down into the ship's hold, and, of course, the same process operates at the other end.

3224. You are referring more particularly to export fruit?—At the moment, but the same thing applies to fruit being sent to the Sydney market, particularly soft fruit such as peaches and plums.

3225. Have you any recognised method of packing?—Yes. We are bound in this State under the Fruit Cases Act to mark it fruit in a certain way.

3226. Does that provide for proper packing?—I would not say that exactly. It provides for uniformity in the sizes of packages and so on, but it does not provide specifically for the manner in which it shall be packed.

3227. Of course, a great deal depends upon whether or not the cases are made up properly, and the fruit is packed in such a way as to stand ordinary transit by railway?—Quite so, but we are of the opinion now that there has been so much educational work done amongst growers during the last few years that they, with a few exceptions,



Witness—E. E. Herrod, 8 August, 1924.

are packing well now, and if the fruit is handled with a reasonable amount of care it should reach its destination in good condition.

3228. But I take it that you say that even supposing it is packed properly, it requires careful handling in the same manner as eggs?—Yes.

3229. You could not pack eggs in a box and then throw the box about 10 feet. Have you drawn attention to this, and, if so, with what result?—Yes, we have drawn attention to it on several occasions, and the Department has expressed anxiety to assist us in the matter, but they will not go so far as to make it an offence against the people responsible.

3230. But do they agree that fruit, even supposing it is packed in a reasonable way, ought not to be thrown about?—Yes, and they have issued instructions to that effect, that it should be handled carefully, and they have asked us to bring specific instances under their notice, but, of course, it is extremely difficult to do so.

3231. You are referring in the statement you have sent in to an Act of Parliament in Tasmania?—Yes, Tasmanian growers are protected by Act of Parliament, and Victoria is considering similar legislation.

3232. Is this Act of Parliament in Tasmania directed against the railway employee?—No, against everyone.

3233. Including the railway employee?—Yes, the railway employee, common carriers, and everybody.

3234. Do you suggest that a similar enactment should prevail in this State?—Yes.

3235. Your next point is pilfering. What do you wish to emphasise with regard to that?—There is a lot of pilfering goes on, but we do not altogether hold that the railway authorities are to blame, though it may be their employees that do it, or it may not be, we do not know. They have expressed anxiety to deal with cases, but you will appreciate the difficulty that the grower is under in bringing a case under notice, because when he puts his stuff on the rail he is finished with it, and if the stuff is pilfered during the journey he cannot put his hand on the offender.

3236. You have no complaint against the railway administration in so far as they do not fully instruct their people or attempt to prevent pilfering?—No, we have no complaint in that regard at all.

3237. But I take it that what you complain about is that the Railway Commissioners say, give us specific instances, and after you have handed it over to them, if there is a pilfering on the way, it is impossible for you to give instances, except to state that this particular case has been pilfered and has not arrived at its destination with the same amount of fruit in it as it had when it started?—That is so. Even the question of compensation does not enter into it. It is not a question of being compensated for the loss of that fruit, but it is the fact that the growers' fruit has not arrived and his order has not been fulfilled. Consequently his trade and credit are damaged by the fact of his orders not being fulfilled, and so on.

3238. Does that apply to cases where fruit is packed for export out in the country and you send it away without knowing that a certain amount of fruit has been taken out of the cases. Have you instances of that sort, or do you always know when cases have been tampered with?—We do not know until we are advised by the agent or by the merchant who has bought it, and we have got to take his word for it.

3239. In regard to fast traffic, you say that, generally speaking, there are no complaints regarding the speed of the traffic?—Yes, but of course, in that connection we would like to see faster traffic, and we point to the fact that since we have been able to send fruit by mail transit the position has improved greatly.

3240. Is it conveyed by the mail trains at the ordinary goods train rate?—Yes.

3241. There is no increased charge?—No.

3242. That means that it gets through to here from the farther distances within twelve hours?—No, within twenty-four.

3243. What would be the distance from Griffith to here?—Sixteen hours.

3244. And that satisfies you?—Yes, that is mail train speed.

3245. Do you get enough fruit to justify the running of a special train for fruit alone?—Only on occasions. Only at flush times of the year—for instance, soft fruit during the summer season.

3246. Do they run at goods speeds when they run them?—I am not quite clear as to your question.

3247. In a good many countries the fruit is of sufficient volume to justify the running of a number of special trains for fruit alone?—I do not think we have reached that stage yet.

3248. You do not get enough fruit in the Griffith area, for instance?—Not at any one time.

3249. Is that your biggest area?—By Griffith I mean the whole of the Murrumbidgee irrigation area. That is the biggest fruit area, and it represents about 50 per cent. of our total fruit production, or it will do so in a couple of years' time, when all the present trees come into bearing. I would like to mention that there has been a marked improvement in the handling of citrus fruits from this district near Sydney. We can load citrus fruits at Hornsby, it is hitched on to the ordinary passenger train, and gets to Melbourne next day.

3250. It would get down in the course of a few hours, I suppose?—Yes.

3251. If you had nothing more to say about that, perhaps you will deal with the question of loading at private sidings?—That is a question which, at the moment, affects only the one company, the Griffith Producers' Co-operative Company. There is also a siding at Batlow. That is the only company with a sufficient volume of business to warrant a special siding. That is one instance, but at Gosford, for example, there is a siding being built for the Gosford Packing House, but Griffith is the only one which has any complaint. They complain that they cannot get the attendance of a railway officer to check the loading of fruit at that company's private siding, and consequently the company has to bear any loss that may ensue from accident, over-carriage, or pilfering. The Railway Commissioners will not take any responsibility.

3252. Can you give us any idea of the daily volume?—It is not a daily business, it is seasonal. But it is more or less regular, of course, during the season. The department knows when it may expect grapes to be handled from there, and so on. They are advised by the company.

3253. I suppose this is always fresh fruit?—Yes, and there is a station at Griffith which is only half a mile from the private siding. The effect of this at Griffith is that a lot of fruit, instead of being put through the company, is being taken direct by the growers to the public station at Griffith.

3254. Where they get the attention of the railway men?—Yes, it is received by the railway authorities, and they are responsible for it; but at the private siding there are only just the companies' officials, and that is the end of it. Of course, it never happens, but if the train arrives at the other end with only half its consignment left, the railway authorities accept no responsibility at all.

3255. That is because it has not been checked?—Yes.

3256. Is that the only difference—the question of checking it into the trucks?—Yes. We claim that, seeing there is a railway station there, it should not be a great inconvenience for the department to send a man over at the time he is required.

3257. Have the railway authorities said it is an inconvenience?—Yes, they have said, "We cannot do it."

3258. Would it be possible to arrange for the whole of the fruit to be brought in, say, within a limit of two or three hours each day, or would it be necessary for a man



Witness—E. E. Herrod and W. Rothwell, 8 August, 1924.

to be there all day long?—He would only need to be there for a few minutes before the car is loaded up, sufficiently long enough for him to be able to count what is in the truck.

3259. What sort of volume would it be generally—two or three trucks?—Yes.

3260. Do you suggest that one of the present staff at the Griffith railway station would be able to do that?—Of course, we do not know whether he could be spared.

3261. If they had to send a special man to do it, it would be a rather uneconomical step?—Yes, particularly as it is so far from anywhere else. You see, it is a terminus.

3262. You say that it interferes with the co-operative organisation of the Griffith district?—Yes.

3263. Then, I think you wish to speak of the inflexibility of branch line time-tables?—Yes, I would not like to suggest a remedy for that. I do not know how it could be done; but there are a number of branch lines, for instance, where the traffic is not heavy, and a few minutes—even as much as an hour—can be made up, on the line, and we think it would not seriously affect the department if an hour was lost occasionally, because hours are lost on the line at times. This time is lost for various reasons during the journey on the branch line, but would it not be possible for a certain amount of time to be lost, say, at the commencing station on occasions like this?

3264. Is it your trouble that you have to load in the middle of the night or at unreasonable hours?—No, but owing to the nature of the traffic at short notice. For instance, this instance I mention occurred last year, when the company was compelled to load, without a check, over 100 tons of fruit in two hours. This was soft fruit, which ripened within a few days, and has to be consumed in that time, and it may be that you have a heavy thunderstorm, and the sooner the fruit can be handled the better, and if the department is advised that this stuff might be a bit late would it not be possible, when its branch lines are affected only and without inconvenience to many people, to do what I have suggested. Griffith is the terminal station, and a train gets away from there to time, but before it has gone 100 miles it may have lost half an hour. Would it not be just as reasonable to lose that half hour at the beginning of the journey on occasions?

3265. You mean you cannot always arrange to pick your fruit and get it to the station by the time fixed in the time-table?—Yes.

3266. It is rather difficult to deliberately depart from a time-table—We appreciate that fact, and, as I have already said, we do not see any way of overcoming the difficulty. It happens so rarely; but in the particular case I mentioned things turned out all right. If they had not it might have meant that all that fruit would have absolutely gone to waste. It could not possibly have been consumed or used in any way, and, of course, that would have been a very serious matter for the grower.

3267. Naturally. It would be a matter of local aspect if a departure was made from the regular time-table, and it would have to be done at very short notice?—Yes.

3268. It would not often happen?—No, once a year at the outside.

3269. Then, speaking generally, you are fairly well satisfied with the treatment you receive?—Yes; we are very well satisfied, and our experience has been that if we have a complaint of any kind to make the department is always exceedingly anxious to investigate it to our satisfaction.

3270. I suppose the complaints are made here to the head office?—Yes.

3271. Do you get many claims?—Yes, a fair number.

3272. Do you get them accepted as a rule?—Yes.

3273. Do you consign your traffic at the Commissioners' risk, or do you take that yourself?—There are two rates. We do not accept the Commissioner's risk.

3274. You pay the higher rate, practically insure it?—No, it is the other way about.

3274A. But, generally speaking, you are fairly well treated when you make a claim?—Yes. I might mention generally, perhaps I had not made it clear before, that the evidence I have tendered to you can be taken as representing the whole of the growers of this State.

3275. The growers, as well as the merchants?—No, the growers only. With one or two minor exceptions, all the growers' associations are affiliated with my association, and we sounded them all as to whether there were any questions they wanted brought up.

WILLIAM ROTHWELL, President, Metropolitan Retail Fuel and Produce Merchants' Association, sworn, and examined as under:—

3276. Sir SAM FAY: You are the president of the Metropolitan Retail Fuel and Produce Merchants' Association?—Yes.

3277. You wish to speak more particularly upon the question of the method of weighing goods, and the records?—Yes.

3278. Will you tell us what your particular complaint is at the present moment?—The members of my association, both individually and as a body, have repeatedly appealed to the Railway Commissioners for better methods of weighing. As you know, we are forced by law to give 20 cwt. to the ton, and rightly so, too, and we ask for the same consideration to be given to us by the department. Unfortunately, our experience as produce and fuel merchants is that in many cases, in buying goods from the country, the weights are so erratic that we are short from a few cwt. up to as much as 20 or 30 cwt. in a truck of, say, 10 to 12 tons. That affects both produce and fuel merchants, and we have had several communications with the Commissioners' office over the matter, and our last communications will show that they repeat that they take all sorts of care to see that the weighbridges are kept up to the mark and have duly accredited weighmen at these different country stations; but still these shortages do take place. We have had definite proof of that. We had a deputation to the Chief Secretary, Mr. Oakes, last December, and he then expressed surprise, and, although we put up a case and proved a case which was really relating to weights and measures, he thought our deputation should have gone to the Minister for Works and Railways. However, he said he would do what he could to assist us to obtain redress, and the Secretary of the Produce and Fuel Merchants' Association will tender the reply from the department relative to that matter. Again, in buying wheat or chaff, or such-like produce from the country, the Commissioners will not receive any number of bags. They will receive a truck of wheat and sign on the consignment notes, "Not counted by the department," or "Said to be." In transit it is possible that a number of these bags may fall off or become damaged in some way or other, and when that truck eventually reaches us with, say, twenty bags short—when we have the assurance of the sender that he has sent 200 bags and we received only 180—the Commissioners take no responsibility whatever in the matter.

3279. How do they arrive at the charges if they do not weigh them?—They do weigh them.

3280. At the sending station?—Yes; that is, where there are provisions for weighing, but in other cases they average for freight purposes.

3281. How much per bag?—I think 12½ bags to the ton, but where there is a weighbridge they weigh it. At my particular station at Epping there is a weighbridge, and I can give you a case which occurred last November, when we had a truck from Brocklesby, and on arrival at Epping we received 21 bags short. We wrote to Mr. Hunter, the man at Brocklesby who had sent the bags, over this matter, and he expressed surprise and went into the matter, and said that his clerk was quite sure that 306 bags were



Witness—W. Rothwell, 8 August, 1924.

placed in the truck, and the railway official at Epping knows—since we weighed it over the weighbridge—that we only received the 306 bags less 21.

3282. Was that weighed at the sending end?—Yes, at Brocklesby, and we had the Government railway tickets from Brocklesby sent on. As a matter of fact, I went to Mr. M'Allister, the Superintendent of Weights and Measures, and asked was this man at Brocklesby an accredited weighing officer, and he looked up the records and said yes, the tickets were quite in order.

3283. If it was weighed at the sending end, that would indicate the number of bags?—Yes, but they will not sign that way. This was from Mr. Hunter and he said that the railway people protect themselves behind that clause "Said to be" or "Not counted by the department."

3284. What puzzles me is that although the bags may not have been counted yet, if they were, the weight of a bag of wheat is pretty well known, and that indicates surely how many bags there are in the truck?—Yes, but my argument is that owing to that clause being inserted we have proof, and I do not think the Commissioners will deny it, that they sign in that manner, "Said to be," or "Not counted by the department." In this particular case there were 21 bags short, and yet there was no redress. The matter had to be settled between Mr. Hunter and ourselves, simply because they received the truck of wheat in this way, and in spite of the fact that it was weighed, and then weighed again over the Government weighbridge at Epping, and there was this shortage, still at the same time that loss had to be borne by Mr. Hunter and ourselves.

3285. Did you make a claim in this case?—Not on the railway, because we have had so many cases of a similar character that we knew, from experience, that it would be absolutely useless to make any kind of claim on the Railway Commissioners. We have had just the same kind of experience with chaff, where our sender sends us along say 200 bags of chaff, and the Department will only receive it as a truck. We say that if there were only some small charge for the trouble of counting that would go a very long way to protect us in the matter. For instance, in shunting possibly that truck might go to pieces at some shunting centre, and in many cases we have had what is purported to be a certain number of chaff bags which have fallen off the truck, and say 40 or 50 bags have been put on to another truck, but many of our members have had as many as 10 or 12 bags missing, and on writing to the Department the Department has always replied that they picked up everything that fell off. We maintain that the Railway Commissioners should have the same responsibilities as a common carrier. We ask you whether it is not a fair thing that the Railway Commissioners should take the same responsibilities as a common carrier, or as any shipping company would. If we received goods from Melbourne or the North Coast by boat, and there are four or five bags short shipped, we simply have to report the matter to the shipping company, and it is fixed up in no time. Similarly, if a carrier delivers a load by motor or horse waggon, and there are so many bags short, then it is his responsibility, and we want to know whether it is not a fair thing that the Railway Commissioners should accept the same responsibility.

3286. Of course, the Common Carriers Act does not provide for every liability?—No, but it provides for loss. If a common carrier received from a certain individual, say 20 bags of maize, and he delivered 18 only, then I think we could have an action at law for the recovery of the shortage of 2 bags; but under this clause and the way stuff is signed for, "Not counted by the Department," or "Said to be" we have no leg to stand upon.

3287. But have you any leg to stand upon if it was weighed?—No.

3288. But surely, as I said before, the weight of a bag is known?—Yes.

3289. You have got the number of bags?—Yes, but they will not accept that.

3290. They do not need counting?—It certainly seems peculiar to us that, although the weight of chaff is known and it goes over their own scale at a big centre like Coolamon, which is the big centre for chaff in the State, still if a number of bags fall off that truck, or by any means at all a few bags are lost sight of, still, as in our case, even where we are fortunate enough to have a weighbridge at Epping and use it, the Commissioners take no responsibility, because they simply take the truck of chaff.

3291. Did not you make a claim?—In this particular case we did not make a claim on them; we settled it with Mr. Hunter, as we were dealing straight with Mr. Hunter, but we have repeatedly made claims, and I think the secretary has some evidence on that aspect of the case.

3292. We quite appreciate your difficulty. Will you give us the remedy?—Why cannot the Railway Commissioners accept the responsibility of counting? In the case of maize at Wallangarra, when it comes off the Queensland railways, they will accept responsibility there, and they charge us a counting rate. Why not put a counting rate on chaff and wheat?

3293. Do you want this information more particularly for the purposes of buying and selling?—It is for the purpose of buying and selling.

3294. It is not so much a question of the freight discharged?—No, it is not a question of freight; it is a question of the loss that occurs.

3295. You want to make use of the railway weights and railway countings for the purpose of your business?—That is just it. We have no other way of trading. Then, again, as I have tried to explain, it is the loss in transit occurring in so many cases that really a man at the end of the year wonders where he is. It simply means that this loss must mount up, and it affects the man's business to a very great extent, and we maintain that the ordinary responsibilities of a common carrier should apply to the railways.

3296. Would any particular volume of your traffic come from unattended sidings out in the country?—I would not say altogether unattended sidings. You could not say that, because wherever there is a siding to receive the goods there is always somebody in attendance.

3297. I do not think so?—If it was only the man from the station to give a signature for the goods, but in that connection I might state that the volume of produce comes from fairly large centres, such as those I have mentioned, Brocklesby and Coolamon. However, the whole matter I want to stress is the difference in weight in the sending and in the receiving.

3298. They are weighed at both ends as a rule?—Not as a rule, because at many of our suburban stations we have no weighbridges. Those that have weighbridges to go to perhaps are fortunate in knowing what their loss is, but the poor individual that has no weighbridge to go to does not know where he is.

3299. You have no opportunity of weighing these goods over a road vehicle weighbridge?—No, not in most cases.

3300. You have the opportunity here in Sydney, I suppose?—Yes.

3300A. Sir VINCENT RAVEN: Do you suggest that there is a great deal of this loss going on?—I do. The loss is very considerable, and it also affects wood and coal very considerably. The Commissioners tell us that their weighbridges are established for freight purposes only, still in the case of fuel that is the only chance we have of weighing it.

3301. Sir SAM FAY: When you buy coal you buy it from the colliery?—Yes.

3302. Do you not accept the colliery weights?—It is always a Government railway weight.

3303. The colliery proprietors have no weighbridges?—I do not know of any case where they have.



Witnesses—W. Rothwell, and A. C. Edwards, 8 August, 1924.

3304. Do they sell on the railway weights?—Yes, and the same with firewood.

3305. Then in that case you are actually buying on the basis of the Railway Commissioners' weighbridge weights?—Yes.

3306. And when you get it this end it does not tally?—In many cases it does not, and the loss is very great in some cases.

3307. What is the suggestion; is it taken out *en route*, or what happens to it?—I think it is careless weighing.

3308. You think it is improperly weighed?—Yes; we have it from the Commissioners in their latest reply relating to wood and coal that the weight was taken while the train was in motion.

3309. Of course that is quite all right if it is carefully done?—Yes, perhaps it is. To the small man this is a matter of great moment, because we have cases where there has been a loss of 17, 18, 25, up to 35 cwt. on a truck of fuel.

3310. Sir VINCENT RAVEN: Do you suggest that it is on account of improper weighing?—Yes.

3311. Do you sometimes find that you have more than you expect?—Never in my case. I suppose naturally as an association we would not have those cases reported to us, but I think any such cases would be very uncommon.

3312. Sir SAM FAY: If it is careless weighing, you would sometimes get too much, and something too little?—If there are any cases where too much has been got, they have not come to light. Naturally a man would be silent in such a case, but the association does not know of any, and I do not know of any personally. But still, two wrongs do not make a right. If we were caught out on the road with one of our carts by one of the inspectors of the Weights and Measures Department, and we had short weight, we would know what to expect.

3313. You have to get your own weights and measures tested?—Yes.

3314. And stamped by the department?—Yes, by the Department of Weights and Measures.

3315. The Department of Weights and Measures do not test the railway weighbridges?—Yes, they do; the scales of the weighbridges would be quite right, I think; our case is that it is careless weighing.

3316. You are sure that the Weights and Measures Department test the railway weighbridges?—Yes.

3317. We were rather given to understand that they did not, that the Railway Commissioners had their own men who attended to that?—They have their own staff to repair them and do them up, but at the same time they are stamped by the Weights and Measures Department. I think that is the case throughout New South Wales; I know it is so in the metropolitan area. I am given to understand that the Weights and Measures Department do test them in the country.

3318. What it really amounts to is, that you want the Railway Commissioners to be responsible for their own weights?—Yes.

3319. Sir VINCENT RAVEN: And the carelessness of their own people?—Yes, that they be put practically on the same terms and conditions as a common carrier.

3320. Sir SAM FAY: Then the question of counting does not come into it?—It would be rather unfortunate if a truck of stuff went to a centre where there was no weighbridge, and the sender maintained that 200 bags, say, had been put into that truck while only 180 were received.

3321. That is if it happened to be loaded at a siding where there was no weighbridge?—Even if it was loaded at a siding where there was no weighbridge, and there was no weighbridge at the receiving end, he may still be certain that he was twenty bags short, and owing to the Government not acceding facilities for weighing at the receiving end the department would not accept any responsibility. If a receiving porter receives so many bags in a load I cannot see why he cannot run his eye over the load and count the bags and accept responsibility for the count.

3322. The loading into the trucks is done partly by the carrier and partly by the employee?—I think so, because the employee would not be able to handle that much stuff himself. It would be quite an easy matter to count the bags as they were placed in the truck. It is a matter of great moment to us. Going back to the 1917 strike, I know in Darling Harbour it became the rule after that strike for the porters to receive goods and to place them in the truck, but that is very seldom done by the porters now, though we pay 8d. a ton plus one-sixth for the porters to place goods in the trucks at Darling Harbour for distribution throughout the different areas of the State.

3323. Do not they do it?—They are supposed to do it, but I think in most cases the carrier does it. That was an extra charge put on the buyer, 8d. plus one-sixth—9½d.

3324. That charge was put on at a time when they were doing the work?—Yes.

3325. And you suggest that they do not do that work now?—I do. My idea is that if there was a counting charge placed on the wheat or chaff, the produce merchants would be money in pocket after paying that counting charge.

3326. You would be content to pay that charge provided it was not too stiff?—Yes, provided it was not extortionate. It would pay us to do so.

3327. And you would suggest that in addition to the weight?—Yes.

3328. We have had some evidence on the question of these weighbridges before, two or three witnesses having come before us on that matter?—I think our secretary, Mr. Edwards, has some evidence on the question of weighbridges, if you would care to hear him on that matter.

ALFRED CHARLES EDWARDS, Secretary, Metropolitan Retail Fuel and Produce Merchants' Association, sworn, and examined as follows:—

3329. Sir SAM FAY: What are you?—Secretary of the Metropolitan Retail Fuel and Produce Merchants' Association. Our president has said that goods are invariably weighed, but in the matter of fuel there are three centres from which wood is sent, namely, St. Mary's, Richmond, and Mulgrave, where the wood is supposed to be weighed over a cart weighbridge before being put in the truck. The receiving porter receives from the loader the truck weight after every load is weighed. He then places that weight on the truck ticket, which is placed on the side of the truck. That truck is never weighed over a truck weighbridge anywhere in New South Wales. It comes along to the person it is consigned to, and there has not been one instance up to date, in the past two years, that the weight has panned out correctly. Only yesterday, W. C. Osborne, of Glebe-road, purchased a truck at Alexandria, of which the railway weight was 10 tons 7 cwt. 1 qr., but it weighed out at 9 tons 8 cwt. 3 qr. A representative saw Mr. Franklyn, the stationmaster, and, of course, he excused himself behind the railway reply, "Can you swear that every block of wood was unloaded out of that truck and carted by the one man?" It would be an expensive thing if you had to stand there or put a man in charge to attend to that. The stationmaster said, "It has been known that carters come in here and take a load of wood out of somebody else's truck," which I think was a very poor admission for the Railway Department to make. In these three centres the trucks should pass over either Clyde or Enfield weighbridges. I have interviewed the agents, Messrs. Dent & Sons. They inform me that they have sent their account sales back to the senders, and that there has been no query from the senders as to how the short weight has occurred, giving proof, in my mind, that those men have wrongfully weighed the wood put into those trucks. Our contention is that the weighing appliances of the Railway Department are thoroughly in order. I spent one whole night with Mr. McAlister and Mr. Degotardi at Clyde, and found the



Witness—A. C. Edwards, 8 August, 1924.

weighing to be first-class. For about six months we had no cause to complain, but they then seemed to fall back into the same error, the weights as sent forward not being correct.

3330. Where do you unload the wood in Sydney?—At Alexandria and Darling Island. The bulk of it goes to Alexandria. They have an auction sale there daily. I think there are only two firms there selling, Watkinson Bros., and Dent & Sons, and those firms know of these instances—in fact, young Dent spoke to me about it to see if we could not try and do something in the matter, and make those trucks go over the weighbridge, the same as the fuel from any other stations is weighed at Enfield or Clyde. For some reason or other, when the weight is attached to the truck, that truck is passed over in the trainload, and is not weighed.

3331. Sir VINCENT RAVEN: When you have it checked over and weighed again, what do you find?—We find a great shortage, as this instance I have just quoted to you shows.

3332. Does the Railway put that right?—No. They have a minimum loading weight for trucks, and if the wood or the contents in that truck do not come up to the minimum weight you have to pay that minimum rate; if it goes over that minimum rate you pay proportionately.

3333. Then it does not do you much good whether it passes over the weighbridge at the end of the journey or not, if the result is the same?—I cannot grasp that. At Alexandria they have cart weighbridges, they have two on the outside line and four at the end of the produce sheds. All produce coming out of the shed must be weighed. A buyer looks at a truck of wood when he is buying it, and he puts his estimate on the truck from experience, and if he considers that he has got the weight there he invariably will not go to the trouble of weighing it, owing to the congested nature of the yard. But if he thinks there is a shortage of weight he will notify the auctioneer that he is going to weigh it, and if it turns out to be short weight then that is a matter to be fixed up between the auctioneer and the buyer. The Railway Commissioners will not make any allowance in freight charges, no matter what the shortage is, unless a complaint is made to the stationmaster before the truck is touched, that the weight is not there. Then, I believe, the stationmaster takes the precaution to see that those loads go over the weighbridge, and if there is a discrepancy in the weight, that is deducted for freight purposes.

3334. That is what I asked you. If, in going over the weighbridge at the other end you find a discrepancy, does the railway put that right?—Yes, as far as freight purposes are concerned.

3335. Sir SAM FAY: How is this stuff bought in the country; is it sent up from the country and sold by auction, and the sender in the country gets his price from the auction sale?—That is so in a great many instances. There are auction sales held every day for produce and wood; any person can buy off any of those agents in Sydney, or he can buy from the country, when he must accept their conditions of sale, that is, either country weights or railway weights to be taken. I have never purchased, fortunately, in that manner. I generally purchase at Newtown, and it is passed over the cart weighbridge and I know that I get my weight, provided the carrier brings every bag out to my store, and sometimes I send him to a public weighbridge to be checked.

3336. Who loses on the transaction in short weight when the wood is auctioned?—If I have wood consigned to me and it turns out short weight and I have no means of check-weighing it, I am a loser. If I have the means of weighing it, then it is a dispute between the sender and myself, and we have to try and fix the matter up amicably. It is generally fixed up by cutting the loss in halves.

3337. That is not when it is auctioned?—No.

3338. You are referring to a direct sending?—Yes. In the matter of auctioning, the agents receive from the Railway Department in the morning a list showing the trucks that are in on their account, and the weights are shown alongside. They stand in front of a truck of wood, and mention that the weight is so-and-so, and if you say, "Well, I am going to reweigh it," they will not sell it to you on any consideration whatever. If you purchase, you purchase on that weight, unless the auctioneer thinks you are a genuine man, when he will let you reweigh it over the weighbridge. I might say that there are a lot in the fuel trade that the auctioneers would not entertain any request from to weigh any goods. It is the same everywhere. We find dishonest persons in all walks of life. In this case I have brought under notice, W. C. Osborne & Co., who have been in business now for about twenty-six years, were given the privilege of weighing, and their truck showed the shortage I have stated, which is rather a serious loss to them.

3339. How long does the wood remain in the trucks here; is it sold immediately it arrives, or does it remain here for two or three days?—The goods arrive to-night and are sold to-morrow morning, and they are given the ordinary working day to empty the truck, otherwise demurrage is charged.

3340. Then there is not much opportunity of pilfering?—I have a document here which I will hand to you in connection with that. With regard to the question of weighing, why we ask that the weight should be given strict attention to is because we are compelled by law to give full weight, and we think we ourselves are entitled to get full weight.

3341. You would be content with the weight over the railway weighbridge at this end, would you?—Yes.

3342. Not the forwarding end?—That is so. I will give you an instance. I saw hay being loaded at Tamworth. I saw the first load go on to the weighbridge; I watched the proceeding myself, and I saw the last load go over the weighbridge, a load of fourteen bales of hay. Then after going over the weighbridge they loaded up the truck to its full capacity, and I saw the carrier go out with three bales of hay. So that whoever got that hay would be three bales short. We know that the railway system covers a very wide area, and that the porters become familiar with the senders of goods and allow them to weigh their own goods themselves, taking their word as gospel that the weight is quite correct, when we know that it turns out differently. That system is not correct. I was attending to several camps while the war was going on, and had to test several weighbridges in the country. I found that the weighbridge at Richmond has never been tested for ten years, and when tested by the Superintendent of Weights and Measures it was found to be 4 cwt. out of gear on its full capacity of 10 tons.

3343. I take it from what you said just now the Weights and Measures Department do check now?—Since 1919. We have pushed the Railway Department, and have succeeded in getting them to test the railway appliances, and also to have the metropolitan weighmen that are in charge of weighbridges registered under the Weights and Measures Department, so that if there is any irregularity we have a certain amount of redress by having the erring weighman punished.

3344. You think there is nothing actually the matter now with the weighbridges themselves?—No, we have no complaint on that score. The weighbridges in the metropolitan area are tested every six months, the same as private bridges. The porters in charge of the various cart weighbridges in the country, on which a lot of goods are sold, are dilatory in their duties.

3345. You think the trouble is at the sending end?—We do.

(At 12.15 the Commission adjourned to 10.45 a.m. on Monday, 11th August, 1924.)



NINETEENTH DAY.

MONDAY, 11 AUGUST, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

## COMMISSIONERS :

Sir SAM FAY.

Sir VINCENT L. RAVEN.

JOHN BAKER RUMFORD, President, Sydney Section, Australian Association of British Manufacturers and their Representatives, sworn, and examined, as under:—

3346. Sir SAM FAY: I understand you represent the Australian Association of British Manufacturers and their representatives, and you are chairman of the Sydney section. And you wish to give some evidence with regard to the discrimination which is made in the rates as against imported manufactures. We are not at all sure whether it comes strictly within our terms of reference. It is more a matter of State policy than of railway administration as far as we have been able to gather from the information we have already got. But we will be very pleased to hear what you have got to say, and we must decide afterwards what representation—if any—we can make upon the subject?—That is rather putting me out of court to start with.

3347. Not at all; only we are uncertain in our minds as to whether we have power to deal with the matter?—The position as I understand it is this: The Commonwealth Government have a tariff, and they also have an Industries Preservation Bill, which is supposed to safeguard all Australian industries against imported material; and we British importers, whenever that tariff is considered, look at it very carefully, and try to show cause why protection should not be one thing or another, and we feel that the Federal Government has given all the protection to industry that is required or is necessary, and we consider that for further protection to be given by one State and by one particular body is going further than the mouthpiece of the people think is necessary. Taking one particular item—galvanised iron—there is a duty of £1 per ton on British, and £1 10s. on foreign. There was, and I am not certain as to whether it does not still obtain, a bounty or a subsidy of £2 12s. per ton paid to the local manufacturer.

3348. A bounty paid by the State?—No, by the Federal Government. That was in 1923. I have not got definite information as to whether it is still being paid, and we therefore think that the industry is well protected. If they wanted more, I think the place to go to is the Federal Government, and, furthermore, we do not think that the man on the land in New South Wales should be treated any differently from the man on the land in any other State.

3349. It does not apply in any other State but New South Wales?—Not so far as I know. This railway preferential tariff, so far as I can learn, was instituted before the Commonwealth was established. Therefore, since the Commonwealth was established, and since the Commonwealth took in hand the protection and fostering of their secondary industries, we think the railways should leave the matter alone to them.

3350. How many years would it be that this rate has been charged?—As far as I can ascertain, there was a preference given some twenty-five years ago to Sandford up in Lithgow for the manufacture of iron. Therefore, it must have been started prior to the Commonwealth, which was in 1901. I think, perhaps, prior to that, there may

have been something which was at the back of the Commissioners' minds, inasmuch as there was assistance given to wheat-growers in the country to fetch their products down at better rates than goods were taken into the country, to open up wheat land, but since these industries have all fallen under the care of the Commonwealth, our claim is that it ought to be left in the care of the Commonwealth. There is, so far as we can learn, a much greater proportion of galvanised iron imported than is locally manufactured. I do not think that at the present, and for perhaps a very long time to come, local manufacturers could meet the whole of the demand for the New South Wales market.

3351. You do not think their manufacturing output is sufficient to fill the needs of the State?—I think not, so far as I can learn, and therefore our claim is that the Railway Commissioners are not only going beyond what is necessary, but they are placing a hardship upon a man who is a very useful citizen, inasmuch as he is bringing forward the primary product which put the country on its feet primarily. With regard to any absolute details, perhaps you would care to question Mr. Clark, who is more intimately associated with the industry than I am as chairman of the association. In my own business I am not definitely associated with galvanised iron, and I am only speaking on behalf of members of the association.

3352. Including other things besides galvanised iron?—Yes, such as bar iron, wire-netting, and things like that. It seems to me they have only tackled iron.

3353. I suppose Australian manufacturers would not take the same view as you do?—Probably not.

3354. Do they think they are sufficiently protected by the Federal tax without the discriminatory rate on the railways?—It is hard for me to say. I think so, but they may not be. It is the Minister for Customs in the Federal Government who would answer their appeal by varying the tariff.

3355. I suppose the Federal Government thought they would be sufficiently protected, otherwise they would have made the duty higher?—I take it so.

3356. You quite see our difficulty. This is a question really of State policy, and not railway administration. I think the position is perfectly clear to us. We have had several witnesses who have referred to the same thing, and, of course, as pastoralists or people on the land, they have objected to the rate being higher. We will give our full consideration to the matters you have put forward so far as we are able. If the position is improper, is there not any legal course you can take to have it stopped?—I do not think there is. The Commissioners are clear of Government or political control, and I think rightly so, too.

3357. Either they are within their rights or outside their rights?—I think they are within their rights. They have the right to run the railways as they think best.

3358. Sir VINCENT RAVEN: No, they must make the same charge for everyone. They cannot have preference.

3359. Sir SAM FAY: Are you familiar with the Act under which the Commissioners work the railways?—I am afraid not.



Witnesses—J. B. Rumford and R. Clark, 11 August, 1924.

3360. We have had that brought before us. It is apparently fairly well defined what their duties shall be, and how they shall treat the public. It is not for us to decide a legal point?—No, I do not know the terms of your constitution, but when you are inquiring fully into the railways some of our members thought that this was a fair question to bring before you.

3361. We promise you that we will give it the best consideration we are able to within the limits of our reference?—Perhaps you would like to hear Mr. Clark, who is more intimately connected with this business than I am.

RUPERT CLARK, Australian Association of British Manufacturers and their Representatives, sworn, examined as under:—

3362. Sir SAM FAY: We would like to hear what you have to say?—The question has already been raised about the legal position. The Chamber of Commerce took up this very question in 1905. Then Sandford was making iron, or galvanised iron, and other iron, at Lithgow, and concessions were given to him by the Railway Commissioners for the simple reason that, although he made no pig iron direct, he used to buy their old rails, and had also to import a certain amount of pig iron which was carried from Sydney to Lithgow in order to make the sheets for the galvanised iron. It was thought fair, therefore, that if the Railway Department received freight up to Lithgow, some concession could easily be made for the sending out of that manufactured article a second time. Advantage was taken by the works of the lax freight control, and he imported a lot of sheets from the Continent and England, ready cut to size, all he had to do was to galvanise and corrugate them, a work which employed only three or four hands at the most. When that was discovered, the Chamber of Commerce, with a deputation consisting of all the galvanised iron importers, such as Lysaghts, the Wolverhampton Iron Company, Baldwins, the Red Cliff people, and several other importers, together with the Hardware Association, waited on the Commissioners. The question they took up was that the principle of carriage which should be observed or accepted by the Railway Department was to carry all goods of the same kind at the same rate of carriage for all people. That was practically the legal position, as far as the rate was concerned.

3363. Was there then a Federal tax?—Yes, but not on galvanised iron to the same extent as it afterwards existed. I will deal with the tax a little later. Mr. Oliver sent for one of the members of the deputations afterwards, and excluded everybody else, and said, "Now, this is absolutely without prejudice and a private conversation. I have referred to Mr.—now Sir—Joseph Carruthers, who was then leader of the Government, and we find that your position is that if you take legal action the Railway Department have no leg to stand on. They cannot charge a different rate for imported articles carried the same distance as they charge for locally-made articles. However, the Government is anxious that some concession should be given to the Lithgow people, because they pay so much freight on goods from Sydney, and we are going to ask you privately if we make the difference a little less than it is, whether you are willing to let the matter drop." The Commissioners made the difference considerably less than it was before, and, as the output became very small from Lithgow, the merchants decided to let the matter drop. A little later on, when the galvanised iron manufacturers started in New South Wales, a duty of £3 12s. per ton was imposed by the Federal Government. There was later a political aspect about the matter when the Prime Minister was seeking a re-election at the close of that Parliament. To curry favour, apparently with the Country party, he professed he was going to give them cheap galvanised iron, and with that view he reduced the duty on galvanised iron to £1 a ton for the whole of the Commonwealth. He offered also a bonus of £2 10s. to local

manufacturers, so as to off-set the rate of £3 12s. per ton. Imported galvanised iron was still being sold, as well as the locally manufactured article, but as times got worse and worse, and competition stronger and stronger, the difference of £3 12s. per ton was considerably more than was possibly made in profit on iron. The makers then approached the Commissioners with a view to having the railway rate modified. First of all the railway rate was meant to apply to the manufacturer of pig iron, and such rough iron that could be turned out from a pig iron furnace, and ordinary works, such as are established at present at Newcastle. Those rates were obtained with a view to encouraging the production of pig iron in New South Wales or at works established by Sandford, but he found that corrugated iron required special men, and he could not carry it out, so he just simply confined his work to rails, bars and ordinary flat bolts, and such fittings for rails, as would be required. Then, when the galvanised iron factory was established at Newcastle special concessions were asked for by them from the Railway Department here on the ground that they could not make their plant pay. Although there is a concession rate for locally-made galvanised iron, the merchants here buy it at a price which provides for a sufficient margin to pay the high rate, but they sell it at a price considerably more than the imported article, and yet, though £2 or £3 more for the locally-produced article is obtained, it lands in the country at the same price, and in some cases considerably less. That, as far as I can ascertain, are just the bare facts in connection with this matter. You mentioned that you were not quite sure whether this came under your purview; but I would like to add a word or two, as to whether it is not in the best interests of the administration of the railways that the rates should be alike for both products.

3364. Of course, you recognise that it is the duty of the Railway Commissioner to do all they can in reason to develop the internal trade of New South Wales?—True, but I want to point to this, as an inconsistency in sending out galvanised iron: John Lysaght's are the agents for Lysaght's, Australia, and John Lysaght's import into New South Wales more galvanised iron than any other importer.

3365. Although they are manufacturers here?—Yes. There is no doubt about it that they have established a great factory here. They have tried to keep the Australian market, and they have brought out their own brand, which, apart from its value, is worth quite £1 more than any other line that is imported, just because it has been so well advertised, it has been put before the public continuously, so they have that advantage, and yet if you refer to the railway receipts that have been sent constantly from Darling Harbour you will find that even in their case they have also sent away trucks of imported iron, often as many trucks of imported iron as trucks of Colonial iron. Now, the difficulty is this: although merchants who handle both lines of iron send it away in assorted parcels occasionally, it is rather a moot point—I will not say it is done intentionally—it may be, but I will not say so; but I do not think anybody can say that all the iron that goes away under that concession rate should receive that concession rate.

3366. You suggest that possibly some of the iron which gets this allowance is imported?—Yes.

3367. But is it not a fact that they have to make a declaration to the railway authorities?—That is done, certainly. Every consignment note has to bear the declaration; but orders are issued by each different concern to their subordinates to look out so many sheets of iron, and they do not always satisfy themselves when doing so that it is imported or locally made. Take, for instance, the storeman. When he looks out iron he does not always notice where it is made, and it is so easy for a mistake like that to be made. I am not saying it is done intentionally, or by a fore-thought in any way—but when iron



is branded the same and is so much alike that, apart from the storeman, no station-master can tell the difference, very often the men themselves possibly make a mistake in that way.

3368. Of course that would mean that the Railway Commissioners would be robbing themselves if they carried imported iron at reduced rates?—Yes. Then there is this to be said. The British Importers' Association have taken up the question of the principle of the railways not to discriminate as to where the goods are made, but the question of fostering an industry in the country, where you have got to supply raw materials by rail, might warrant a concession by the Commissioners; but the man on the land will not benefit by an exemption from paying the full rate.

3369. Would he not lose?—Supposing the manufacture of corrugated iron in this country stopped, would not the price of the imported article be higher?—No. For instance, the importers now are selling their corrugated iron at considerably less than the Colonial iron.

3370. Having regard to the bonus and all the rest of them?—Yes. Take the other industries. One of the biggest industries now, in addition to the iron industry, is our wire industry. Lysaght's have been making wire-netting in a factory which has grown up without any assistance from outside, and they are now producing—and have produced more netting than I suppose they have ever done before, and there is no difference in the Colonial netting being carried and the imported netting being carried.

3371. I think we have had evidence that there is some discrimination?—I do not see it in the rate-book. I have the last rate-book here, and if you refer to all the items on pp. 28 and 29, under iron and steel, there does not seem to be anything included there in regard to wire-netting; but the same thing obtains with regard to fencing wire. We have two very large factories in Sydney, and we have the Newcastle factory taken over by Rylands. There is no concession there in regard to wire, and the output of wire is considerably more in tons than corrugated iron, so the Importers' Association feels that if we allow this to go by the board, the next thing will be that the railway will have the right to make all sorts of concessions on those other items.

3372. You are quite sure you are right with regard to this part?—I can only speak from my own experience. I know I am sending both imported and colonial wire away indiscriminately.

3373. And you pay the rate?—Yes, sometimes it is charged to my account.

3374. Outside 100 miles radius of Sydney?—Yes. Of course, first of all, while the manufacture is in Newcastle, I do not think anyone would cavil at help being extended to such a concern by allowing it to send its articles to the distributing centre at a low rate. I think that is understood.

3375. Do you mean that the articles are conveyed from Newcastle to Sydney at a lower rate than imported articles from Newcastle to Sydney?—Yes.

3376. Then do you agree there is some discrimination there?—The iron importers do not object to a low concession being made on the iron trucked from the factory to a distributing centre like Sydney.

3377. Although the landed rate may be lower?—That does not affect the question of the stuff once you are beginning to purvey it.

3378. Now you are getting straight into trade competition. You do not object to these discriminatory rates so long as they do not interfere with your particular business?—No, but I say it is not to the advantage of the Railway Commissioners to decentralise to a degree. If you are going to have everything distributed from Sydney—I am only speaking now with regard to railway administration, and whereas the importers never demur at the man in the country, at Lithgow, for instance, receiving the goods he had to manufacture at a low rate, because

it was decentralisation; therefore, on the same principle, we cannot object when you bring goods from Newcastle to Sydney to go into Lysaght's store here. Of course, they could import their goods. They could bring them down by boat, or they could hire a steamer, and you have got to compete, as you do, with the steamers which run to Newcastle, because you lower your freight rates accordingly.

3379. You do not object to a discrimination as between Newcastle and Sydney. Would you object to a discrimination, say, between Newcastle and Goulburn direct?—Only as far as the concession is concerned, and supplying it from Newcastle at the same rate as from Sydney or Goulburn.

3380. You do not object to discrimination in some cases because it does not interfere with your business. When it does, you object to discrimination. I am putting it to you that if the manufactured article is sent direct from the place of manufacture, which is Newcastle, to a place where you have a business, you object to a discriminatory rate?—I object to a discriminatory rate beyond the rate from Sydney to that place. I am only speaking now of Newcastle.

3381. I only want to see whether you are objecting to discrimination as such, or because discrimination in a particular case interferes with your business?—No, it is a question of principle. It is a question of the principle of discrimination that we object to, and it is a principle which might be adopted now in connection with many other things, almost everything. Take the case of cement. We have two or three very big cement factories, and we in Sydney have sent cement into the country, both colonial and imported cement, in the same truck and paid no differential rate. We do not object to you people bringing that cement down to Sydney for distributing from Sydney, but once it comes to a point for distribution it should go from there at the same freight. I am only conceding that they may have some justification for bringing it from a distance, because they carry certain things to that distance, and if they get the same revenue for taking it up, it is usual on return that you make some reduction. I think that is the principle of railway carriage.

3382. Could we not accept that as a general principle?—No, it is a concession. Although we may object to the absolute differential rates, that may be one point; the making of concessions is another point. Wire is made at Newcastle. It is also made at Sydney, and when a man up north wants wire he will naturally order it from Newcastle, and if we have got to send it from Sydney, that is our funeral. I am not dwelling on that, but there are so many things of that sort which are not differentiated, that if we allow these iron and steel rates on pages 28 and 29 to go by the board, it will naturally be thought that the railways will then go right through the whole gamut of colonial manufactures. If you differentiate on iron, to be consistent you should apply it to a tinware factory or to a piano factory, to enable it to get on its feet, and to compete with foreign articles, I suppose you are justified in extending some help, and probably it is thought for the ultimate benefit of Australia that that should be done, but why the railways should take any particular factory under their care is a thing which is past our comprehension.

3383. You do not object to the Federal Government imposing customs duties to protect Australian trade, but you do object to the Railway Commissioners discriminating with regard to conveyance. That is really what your argument amounts to?—No. We may object to the Federal Government imposing customs duties, but we bow to the powers that be, and we have got to act accordingly; but if we import stuff or goods into Sydney under certain conditions, and then find some local conditions with regard to discrimination—

3384. That is just the point I am putting. You do not object to the Federal tax?—We do object to it, but we have to accept it.

3385. But you do object to the railway authorities discriminating between different classes of articles?—Yes;



Witnesses—R. Clark and A. G. Huie, 11 August, 1924.

we regard that as beyond their purview. We contend that they are simply carriers, and have no right to interfere in what must be a concern of the Federal Government. To us, it savours to a degree of the ultra unionism of calling things black.

3386. I think we can quite understand what you are putting before us, but I am not quite sure you were right when you say wire netting and wire fencing were not included?—I can only give you what my experience has been, and I have sent wire away in trucks frequently. Then there is one other little thing. The principle in connection with the rates is that you have certain rates—(a), (b), (c), (d), miscellaneous (1) and (2), as the case may be. Now it is laid down particularly that in (c) rate—special rate—the minimum should be 1 ton. That seems to me to be quite fair, and the only exception that is made right through the book is that locally-made galvanised iron should be carried at half-ton rates.

3387. Half-ton at (c) rates?—Yes.

3388. Does that not apply to imported iron?—No.

3389. Is that in addition to the reduced rate?—The reduced rate is for 1 ton, not as (c) rate, and the imported iron pays first-class rates, which is a difference of anything from £1 to £3 per ton on the carriage of it. Imported iron is now carried at first-class rate, and the idea, I understood, was first of all that goods for use for settlement purposes, such as the erection of houses, were to be carried at a fairly low rate, and so therefore, if you will look through the book, you will see that timber, beaver boards, and rubberoid, and stuff like that is carried at a low rate, and yet imported galvanised iron is maintained at first-class rates.

3390. What is the difference per ton per mile between (c) and first-class rate?—There is no mileage rate. I will give it to you, say, in 100 miles; 100 miles (c) rate is £2 9s. 7d., first-class rate £3 0s. 6d.; at 300 miles £4 13s. 4d. against £6 13s. 4d.; at 400 miles there is £2 5s. difference; at 500 miles £3 9s. 4d. difference. There are also several items I might draw attention to—for instance, muriatic acid. Muriatic acid is more dangerous to carry than corrugated iron, and yet corrugated iron imported is charged first-class, whereas muriatic acid is charged at (b) rates. Again, asbestos sheeting, which is more awkward to handle and more easily broken, is carried miscellaneous, which is a lower rate; and then again tiles, about which there has been so much controversy of late, is carried at (a) and (b) rate. Even tinplates are carried at (a) rate.

3391. I understand you have no objection to the rates as they stand in the rate book, apart from the rates for imported galvanised iron?—Yes. It is not our province in this particular case to deal with any of these other items, and I am only instancing items where galvanised iron is at a disadvantage.

3392. Have you ever raised these points with the Commissioners?—A deputation from the Chamber of Commerce waited upon the present Commissioners, and the reply of the Railway Commissioners, so far as colonial industries were concerned, was that he was a whole-hogger, a protectionist.

3393. Was it a question of their right to exercise those increased rates?—No, that was not brought up by the deputation. The deputation just asked for a concession on the rates for galvanised iron.

3394. Assuming that they had the right to alter it?—Yes. The Chamber of Commerce, I understand, brought the matter up, and one of the terms referred to, was that the Railway Commissioners should be free from all political association. Another point was that the market price of any goods sold in New South Wales should not be differentiated in the country through the act of the Railway Department. Of course, in a seaport town there is no difference.

3395. They do not pay the railway rate?—No.

ALFRED GEORGE HUIE, Secretary, Free Trade and Land Values League, sworn, examined, as under:—

3396. Sir SAM FAY: You want to bring before us the question of taxation of land for the meeting of railway charges?—Railway interest.

3397. We have looked very carefully through the memorandum which you have been good enough to send in, and there are just one or two points we would like to ask you about. We are fully seized of what you wish to put before us, and we have had some evidence in connection with the levying of a tax on land, in the case of new railways—a suggestion that there should be of so much per acre, certain distances from the proposed new line, and something less beyond, and so on. I see you have dealt with that, and you do not agree with it, because of its difficulties?—That is so.

3398. And you think there should be a general land-tax not only where lines do not exist, where lines may be made, but also on lands adjacent to existing railways?—Yes, on the whole of the land values of the country for the purpose of paying the interest on the capital cost of the line, so that the freights and fares will be purely for the purpose of working the lines.

3399. But what particular advantage accrues to a man to-day who buys land adjacent to an existing railway. He does not get any advantage?—He would get the advantage in the reduction of the railway charges.

3400. But he may not pay railway charges?—Do you mean through not using the land?

3401. No, not using the railway?—Well, if he is adjacent to the railway he is bound to use it to some extent, and the land has a value because a railway is there.

3402. Your argument appears to me to be sound where a man has not a railway adjacent; where a railway is made and the value of his land goes up in consequence of the making of that railway, there he undoubtedly does get an unearned increment; but what advantage is it to a man to-day to have a railway on land that he buys at this particular moment, because he has to pay for the value of the land with the railway adjoining it. He is not going to get anything out of it by the presence of the railway?—I will put it in this way: Say there are two blocks of land, farming areas. One is used as a farm fully and effectively, supplying the railway with a substantial amount of freight. The other is derelict and provides no freights at all. The values of those pieces of land are similar, because the land is of a similar character and fitness for use. At the present time a man who provides the traffic is paying the interest on the capital cost of the line, the other is paying nothing. If you charge the interest to the land value the owners of each portion of land will pay his share of the interest. The freights and fares will be lower, so the user on the land will benefit, and the rate on the value of the land to pay interest will be an inducement to the other man to make profitable use of his land.

3403. Why fix upon the railways as a means of adjusting what ought surely to be a question of State policy in taxing a man who does not properly use the land he owns?—Well, the railway policy is a State policy in this country, and we think that in carrying out the policy of the State railways should be for the benefit of the users of the land rather than those who are mere owners of land.

3404. Sir VINCENT RAVEN: But do you suggest that cases exist of railway lines running through country where one side of the line is derelict and the other side well cultivated, or is it only an imaginary case?—In the Sydney district, as I mentioned in that statement, there are £12,000,000 worth of vacant land, and there is land used for all sorts of purposes alongside. Take the country districts. Take the Forbes district, for instance. I visited there over twelve months ago, and discussing matters with people there I asked them how it was that the population had increased only 2 per cent. in twenty years, and they



said, "Oh, the big estates about here," and they gave me this illustration of an area of 40,000 acres some little distance down the river, good land, owned by a man who worked it with the assistance of a boundary-rider, overseer, and a cook. That land will support forty families at 1,000 acres each. You can see the great difference in the amount of traffic that would be provided for the railway.

3405-6. Sir SAM FAY: I want to see the connection between the railways and vacant lands; take the case you cited in the neighbourhood of Sydney; I do not follow what sort of connection you wish to set up between them?—I think it is a question of politics.

3407. It is certainly not a question of railway administration?—Yes, it is. You are here, I understand, to advise the Government on matters of railway policy, and we look upon this as an important or vital feature of railway policy.

3408. If you could confine it to the question of new lines, yes; but to say that we have to suggest a policy with regard to vacant lands in the neighbourhood of Sydney, and to mix it up with railway administration is really too far-fetched, if you will allow me to say so?—If you are going to apply the betterment principle to new lines, you will place all those who are adjacent to such lines in a false position. They will be charged a land value tax, whereas those who are adjacent to the railways already constructed will not be.

3409. The man who is adjacent to the railway line to-day has already made his profit out of it, the man who is not adjacent has not; and if he pays a tax for new railways, then the State will get some portion of his unearned increment?—Yes, but the user of the land will be paying a land value tax, and he must get no more for his wheat than the man who previously had a railway constructed in his district. The one man is allowed to retain his increased value, whereas the other is denied it.

3410. How far would you go back. The man adjacent to the railway line has already had the advantage and the profits, and probably he has sold it two or three times over?—It may have been sold twenty times over, but so far as that goes the interest charge is one which must be met, and it is now met on account of the freights and fares. Those are two things, interest and working expenses. Now, our contention is that the interest should not be put on to freights and fares at all.

3411. That comes to the basis, does it not, of general railway policy, that the users of railways should pay for the railways and the interest upon it; is not that the principle?—The users of the railways should pay working expenses, but not interest. Interest should be charged against the value of the land.

3412. Would you put the interest on to all the railways and on all the land throughout the State; why not charge the shopkeeper in Sydney something?—The shopkeeper in Sydney, if he pays his share of interest on the value of the land will be doing a fair thing. Take David Jones' or Anthony Hordern's—

3413. Take an ordinary shopkeeper in Sydney; what amount of land value tax would he pay?—The tax would be paid in proportion to the value of the land. All land in Sydney is valued, and each portion of land would be required to pay its share. Every shopkeeper or owner of land will pay his share.

3414. It seems to me that the principle you raise is one for the Legislature, and not for the railway administration. At any rate, it would have to be done by legislation?—I take it your report will involve legislation. Judging from the other statements which were being put in, I thought this was a matter I should bring under your notice.

3415. Do you really object to a tax on lands adjacent to a new railway?—No, I would not object to that, but I do not think it a fair way of dealing with the matter.

3416. Do you not think that a man having a railway brought to his door, and thereby having a very large in-

crease in the value of his land, should pay something for that railway?—I think all owners should pay. Look at the city railway. That is putting up the values of land in Sydney day by day, and if the interest were charged to land values there would not be any injustice done. The injustice is in allowing the present state of things to continue.

3417. We are very much obliged to you for bringing the matter before us. Your main point, however, is one for the State to decide, not for us?—I was hopeful that you would be able to see your way to point out to the Government that this was a course of action which it would be wise to adopt in the public interest and in the interest of the railway. That is the same view that Mr. Johnson, a former Railway Commissioner, took in the matter.

3418. That is with regard to new lines?—I understood it would apply to all lines.

3419. My impression is that he was referring to the construction of new railways?—In the statement on page 6 at the bottom: "That some portion of the enhanced value should go towards the cost of the railway," he would make the tax retrospective, I take that to mean that he would apply the tax generally to the land values of the State.

3420. It seems to me that if you attempted to apply that principle you would be hitting the man who made no profit?—I do not think there is any justification for a man making a profit by merely buying land. If he utilises the land, and makes improvements upon it, then he is entitled to something, but not a profit merely out of the buying of land. Land is a natural gift to the use of all. Why should a man be allowed to make a profit out of land any more than out of air or sunshine?

3421. Sir VINCENT RAVEN: I do not think it is a question that applies to this Commission at all.

3422. Sir SAM FAY: There are many things a man might buy and make a profit out of besides land.

3422A. WITNESS: The natural elements are for the use of all men.

3423. Sir VINCENT RAVEN: The same thing might apply to a house?—That is a product of labour.

3424. Sir SAM FAY: These are arguments that you could carry to any extent. I am afraid we cannot follow you to the extent of your wishes. We are considering one side of the suggestion with regard to new lines. I do not think we can go beyond them.

FRANK LINCOLN EDWARDS, Secretary, Motor Traders' Association; also representing National Roads and Motorists' Association, sworn, and examined, as under:—

3425. Sir VINCENT RAVEN: You wish to give some evidence with regard to the policy of constructing roads as against railways, or roads as feeders to railways?—Yes.

3426. You state that at the present time there are a number of lines which are non-paying. That is, in accordance with the Commissioner's report?—Yes.

3427. There is this to be said about that list, that there is no credit given in the figures for traffic which is interchanged with the previously existing lines, for traffic which comes from the branch lines?—That is so. It is invariably the practice that when Public Works Committees make inquiries they take that into consideration. Every Public Works Committee's report on a line mentions the fact that in spite of any loss which the projected line might show it will nevertheless contribute towards the profit of the main line.

3428. With regard to the published figures, there is nothing shown as a credit to those lines, so that it is a little bit misleading. It is not quite fair to the new lines to say that it has worked at a loss of so much?—That is true.



Witness—F. L. Edwards, 11 August, 1924.

We must view the whole thing as one unit. The aggregate losses on non-paying lines are an extremely big incubus on the whole system.

3429. Taking the map of New South Wales as a whole, do you think that there are any lines which in time should not properly have been made?—I do. In time the possibility of greater profit from main lines plus roads constructed in certain districts in lieu of branch railways would have so asserted itself that they would not have been constructed.

3430. You are suggesting that there should be a direct revenue from roads?—Roads should be constructed as a feeder to the railway. Let the people look after their own transit to the railway.

3431. Have you any idea of the cost of a road on the plains per mile?—I believe that a road could be constructed to carry the heaviest wheat traffic for £2,000 a mile. That would be in the Riverina.

3432. But you would have no revenue from that?—The railway has the revenue if the goods may only reach the railway.

3433. Who is to construct the road—the State or the shires?—I do not presume to go so far as to define a plan of that sort; merely to say that the greater economy comes from the construction of feeder roads to railways rather than the railway itself. If the road is a definite part of some scheme of arterial highway, it becomes a national road. The classification of these roads should be a matter for subsequent inquiry and subsequent allocation of duties between a main roads board and the local governing authorities, which protest at the present time that they have got two great obligations.

3434. Would you say that the upkeep of a road was less than the upkeep of a railway?—I do not know anything about the upkeep of a railway. In country parts we have mere dirt roads, whereas the railway is invariably metal ballasted.

3435. Sir SAM FAY: You would not make a dirt road in the country; your idea is that there should be a substantial road?—There have to be beginnings. Generally the dirt roads precedes the metal road.

3436. It would not stand very much hammering by wheat waggons?—No, it would cut inches deep during a season.

3437. What do you think is the limit of carriage of wheat to the railway?—In this submission that I have put before you I have avoided the quotation of American figures because I think we should find precedents in Australia. We have people carrying wheat 30 and 40 miles. I do not suggest that that is a practical thing at all. I imagine that that would break down in due course. At Temora, in the 1922 season, one man carted wheat for 18 miles. He made three trips a day. He was depositing between 4 and 5 tons of bulk wheat at the silos on each trip. His travelling was never less than 100 miles per day with a motor lorry. He did that over bad roads, ruts averaging 6 inches deep. It was so successful that several of his neighbours in the following year followed suit and got trucks for the same purpose.

3438. The distance at which it is practicable to carry wheat, or anything else, varies in different countries, and it varies in one country as between one part and another, according to the nature of the surface?—Yes. If there was a perfect surface it would be quite practicable to carry wheat 30 miles to a railway station.

3439. Is the carting of wheat generally done in the wet season?—No, it takes place in January and February. The further out a man is from the railway line the longer he is carting. The case I quoted is one where the settler was not nearer than 16 miles to Temora. I was told they were roughly three months carting, January, February, and March. They were carting by horse-waggons then, and the average pace would be 3 miles an hour. The horses had been used for every activity in the handling of the crop for the previous year.

3440. You think it would be possible in that area to cart for 30 miles?—Given ideal roads, I think it would be possible, but I believe we must be content with less than ideal roads for many days to come. The industry of the district would not be sufficient to provide ideal roads. Macadam roads might serve the purpose for a radius of 20 miles.

3441. At some places, the Argentine for instance, the limit is about 10 miles. They have a very soft soil, and they usually have to cart in the wet season?—That would not be motor traffic.

3442. That is practically their limit, 10 miles. I am not suggesting it would apply here, although I take it some of your soil is pretty sticky?—I am not suggesting that we should expect men to cart over 18 to 20 miles with a dirt road. We have sufficient faith in the development of the country to believe it would be ample to provide macadam roads. A decent macadam road would provide an effective radius of 18 or 20 miles.

3443. Looking at the map, you suggest that this area should not be filled up with any more railways?—Unless they fit in with some scheme of arterial railways. For example, a line to Broken Hill, the continuation from Hay to South Australia, the possible continuation through Bourke to Queensland, the continuation of the North Coast line, the continuation of the line at Bombala to tap some of the Victoria-Gippsland country. I am only instancing these as examples. There is another class of railway development practically completed now, that is the linking up of country routes, cross-country lines. People who wanted to effect transit from one portion of the country to another had the job of making a V-shape trip to Sydney and back again along another line. The Forbes line was constructed, and the Dubbo-Binnaway. Now starving stock, produce and fodder, and so forth, may be transferred from one portion to the other without making that costly and unnecessary journey to the sea coast and back again. Those are part of a definite scheme, and we would not suggest interference with that. We would not suggest interference with a duplication line like that from Molong to Dubbo. One of my projects refers to the district of Coonamble. The railway line runs through black-soil country which provides roads which are perfectly trafficable in dry weather, but impassable in wet weather. The railway station-master is almost isolated in wet weather. The goods lie in the sheds, and in some cases have to wait weeks until such time as the settlers can traverse the roads again. Under such circumstances, we suggest that the construction of more railways rather than roads to existing lines is a ruinous policy.

3444. In cases where it is robbing an existing line?—Especially so.

3445. The question of robbery is, after all, a question of degree. Given good roads the radius of robbery might extend for 30 or 40 miles?—With wheat traffic, it might extend up to 20 miles.

3446. You base your argument on the question of produce more particularly. Have you any views in regard to the passenger side?—I understand that the American railways look for their revenue mainly towards the carriage of bulk commodities rather than the carriage of passengers.

3447. Still, you have to provide for passengers?—Yes. We have to realise that we are yet a long way behind America. What may be their practice there to-day may not obtain here for a few decades to come, both with regard to road development and railway usage.

3448. One of your arguments in favour of roads is that it would lessen the isolation of country districts?—The disabilities of isolation are a really serious thing as an impediment in the way of country settlement. I think we can look for an improvement in that direction from transportation more than from any other influence.

3449. Sir VINCENT RAVEN: Is there anything which prevents the construction of roads to-day?—Yes, the lack



of administrative machinery. Many of the roads with which we are concerned are apparently nobody's pigeon. The shire council say that they are main roads and they would be repairing them for strangers to travel across. The Government itself has had no proper machinery. No recognised body regards it as their responsibility to care for the roads that the shires do not want to deal with or foster.

3450. Do you propose that the Government should be forced to make those roads in the future?—The Government has practically accepted that responsibility in the establishment of a Main Roads Board. It would be an instalment in that direction.

3451. How would they get their revenue?—The Government has not disclosed the contents of its bill yet. They are submitting two bills at the present time, one to provide the machinery and the other one, which will call down a fire of hostility, namely, that which will provide the finances. There are various ways of getting money, all of them more or less unpopular with the individual who has to find the money.

3452. That is where the difficulty would arise?—It is for our Legislature to settle. Apparently they will still continue to raise a certain amount of revenue from the road-users. So far it falls on the man who has a motor vehicle.

3453. Is the tax on the vehicle or on the petrol?—There is no petrol tax in this country, with the exception of 1d. per gallon Customs revenue. It is dear enough without that.

3454. Sir SAM FAY: We have carefully read your paper. We think you have said a good deal in favour of the road question. It is sound, but I am not quite sure whether it comes within our reference. It may do so indirectly, but it certainly does not come within our reference directly?—We realise that. We realise that there was a lot unsaid that should be said, and we leave it to your own sense of the fitness of things as to how far you accept what we say. We have been for a century thinking in terms of railways when we think of country development. We realise that one method of changing the viewpoint of the public on that is by propaganda. Whilst we do not wish you to think we have used you as a tool for our propaganda, we believe this is a body before whom certain truths should be uttered, hence the submission of our paper. We think there is a limit to which we can go by adding non-paying railways to non-paying railways. Whilst it may be an injustice to a particular line to say that it was non-paying when it contributed to the main line, we say there is a limit to which you can go in loading a system with non-paying lines.

3455. Sir VINCENT RAVEN: You talk about non-paying railways; the roads would be non-paying?—If you build a good roadway you increase the settlement and the freightage over the line. The roadway could be a matter built out of funds provided under the present Main Roads Board. A good road increases settlement and it helps to make a non-paying railway a paying concern in consequence. I do not think that the road, as an item in itself, should be taken into consideration, because it never is.

3456. Roads are very essential. I do not think you can divorce one from the other.

3457. Sir SAM FAY: Someone has to find the money. If it is a loan someone has to find the interest?—Exactly. There is a bill to come before Parliament, by which they will be able to raise money. The loans will be defrayed out of revenue collected. Assuming that the loan is raised and that the revenue is received, it gives us our roadways as a something separate from the railways.

3458. In one case you get a direct revenue, that is from the railway, and in the other you do not; you might get a direct advantage, but not a direct revenue?—You can see an immediate increase in railway revenue if the roads were constructed.

3459. Sir VINCENT RAVEN: It is quite reasonable to say that roads should be made where you have railways; you cannot divorce one from the other; you still must have the railways?—We may continue building railways of major importance, arterial routes; we may continue building those for a long time, and still have a very vigorous railway construction programme. They should not be built without an equally vigorous or more vigorous road construction programme. Take the line Kiama to Nowra. To the end of 1922 it cost £434,000. Where is the way out of that difficulty?

3460. That is giving no credit to it from the main line?—It would have to contribute very handsomely to the profits of the main line in order to make up the deficiency. The figures that I have given in that connection were supplied by the Railway Commissioners.

3461. I do not think the basis on which they are got up is strictly fair to the new line. A good deal of revenue is contributed to the main line?—It would have to contribute to the tune of £20,000 a year for the past twenty years in order to balance the loss.

3462. Of course, you will find non-paying lines in every country in the world?—It is desirable to avoid them if it all possible.

3463. Of course, you have a great big country here?—There is one matter I might refer to. We do not suggest that the Railway Commissioners should add to their already big service by the establishment of fleets of motor vehicles. We feel that that might wisely be left to individual effort.

3464. They have the power to do that now?—I do not know. We think it might be left to individual effort. The cartage of heavy merchandise to and from the railway in country districts is subject to seasonal fluctuations. Truck merchants in Sydney tell me that men buy trucks for the purpose of doing a certain amount of cartage contracting in Sydney, and they time that work so as to enable them to be ready to launch out and get wheat carting for the season in the country. A truck such as I mentioned before would cost in the neighbourhood of £1,400. A farmer could not afford to have that money lying idle for a large period of the year. That means that the wheat carting must become a special job of one man or one group who go in for that type of work. Those men must keep the wheels turning in order to make the capital outlay pay. There must be work to justify the expenditure of £1,400 on the vehicle. They might get some cartage of wool or ore. There has been a lot of carting of coke to copper mines and the carting of copper ingots back to the railway. It means the development of a specialty. A man becomes a specialist in carting, and it also leaves the farmer to specialise in farming, which we say is a most desirable thing. We have to admit that our average wheat yield per acre is not as good as it is in Victoria and South Australia where they seem to have better farmers and perhaps better luck. South Australia started wheat-growing tests in York Peninsula many years ago, and under the methods of an uneducated farmer the wheat yields for the first year were very low. The prize went to one man who succeeded in growing a little over 7 bushels to the acre, upon a certain patch. In exactly the same locality the average yield per acre grew last year to some 55 bushels to the acre. That illustrates the benefits of better methods of culture that some with better education and with specialists in farming. That was in South Australia. We have in New South Wales men who have migrated from South Australia and Victoria into New South Wales, and they have brought their methods with them. They are to be found very largely in the Riverina. Partly due to good seasons and partly due to their influence the wheat yield in the Riverina last year was 14.3 bushels to the acre. Further north it decreased and in the west it was as low as 5 bushels. Amongst those men who only got 5 and 7 bushels are to be found men of Agricultural College training, who stand out above their fellows, by virtue of the fact that year in



*Witnesses—* F. L. Edwards, 11 August, and J. S. Bragg, 18 August, 1924

and year out they are able to average 18 and 19 bushels. They understand scientific methods of farming. We feel that if the carrying of wheat were done by special carriers it would be one contribution towards helping the farmer to specialise in his one job.

3465. You do not think the Railway Commissioners should enter into that particular field?—No, the Railway Commissioner is subject to all sorts of industrial trouble. It is an established organisation against which every one agitates for more wages or lesser hours, and they make a direct hit on every occasion. If the business is left to individual carriers they are their own workmen. I do not think that the matter would be subjected to such imposts in the way of industrial wage charges, and so on, that would be likely if the Commissioners had it. In connection with the wheat-growing we find here in Australia one peculiar feature in regard to motor development, and that is in South Australia, the agricultural State of all States in Australia, they have the highest percentage of motor vehicles per 1,000 of the population. There is one motor vehicle to every twenty-one people in South Australia, here it is one to every 40.7 people, thereby illustrating the fact that the high development of agriculture in South Australia is undoubtedly allied with a greater use of the motor vehicle than is to be seen here in New South Wales.

3466. You suggest that whenever new railways are projected they should be considered in conjunction with roads to feed that railway?—On roads in lieu of the projected railway, or both. I understand that the Minister for Works has already given some direction to the Public Works Committee to that effect. We know that the development of the State is wrapped up in the construction of its routes—rail or road. It would be possible, we feel, to move much more safely in the matter of development were we committed only to the construction of roads rather than this eternal augmentation of the non-paying railways as they are at the present time. You build a non-paying railway and you have it for all time. If you build a road it is not necessarily non-paying in the same fashion. The development is continuous. You get your non-paying railway through Parliament, voted in a slug of perhaps a million at a time, whereas your roadway development could be a much more cautious thing. There is far less gamble with a road than there is in the matter of railway construction.

3467. You think they are spending too much money which is not producing an adequate return?—Exactly. One could move much more cautiously per medium of road construction.

(The further hearing was adjourned till 10.45 a.m. Tuesday, 12th August, 1924.)

#### TWENTIETH DAY.

MONDAY, 18 AUGUST, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

#### COMMISSIONERS :

Sir SAM FAY.

Sir VINCENT L. RAVEN.

JAMES SAGE BRAGG, Secretary, Lithgow Coal Association, sworn, and examined:—

3468. Sir SAM FAY: You want to give us some information with regard to the coal freights as between the Lithgow district and the Illawarra line?—The Metropolitan Colliery is the first.

3469. What do you call the Metropolitan Colliery?—The Helensburgh Colliery, which is 31 miles from Sydney.

3470. It was not formerly called Balmain?—No. Balmain is right on the harbour. You have my letter to you of the 3rd July, 1924. Before the Railway Commissioners were compelled to increase the freight rates owing to the war, they had established for many years a rate for the Lithgow district and Newcastle within 100 miles, and a rate for the South Coast collieries. Those rates were looked upon as fixing a competitive basis. If it had not been for the war those rates would have continued, and they might have been reduced. Seeing the expenses of the Commissioners were so great, something had to be done. Prior to the introduction of the first rate, we pointed out our position to the Commissioners in our letter of the 5th July, 1917, which reads:—

We noticed by the press recently that owing to the extra cost incurred in working the railways of this State, due to increased wages under various awards issued during the past twelve months, it may be necessary to increase freights to meet the additional burdens. In the event of freight on coal being increased, we would point out the position as it affects our industry. (1) The great market for Lithgow coal is Sydney and suburbs. (2) The principal competitors for this trade are the Southern Collieries, chiefly the Metro-

politan, Coal Cliff, and South Clifton. (3) The freight to Sydney and suburbs from Lithgow Collieries at present is 6s. per ton, and 7s. per ton to Hurstville and Bankstown, and intermediate stations based on the distance from the sending-point to Darling Harbour. (4) The present freights from the collieries mentioned hereunder to Darling Harbour are as follows:—

Metropolitan Colliery, 2s. 8d. per ton, 29 miles.  
Coal Cliff Colliery, 3s. 1d. per ton, 35 miles.  
South Clifton, 3s. 3d. per ton, 38 miles.

(5) In 1910 the freights for the above distances were as follows:—

29 miles, 3s. 3d. per ton.  
35 miles, 3s. 10d. per ton.  
38 miles, 4s. 2d. per ton.

(6) The South Coast Collieries, therefore, received concessions ranging from 18 per cent. to 22 per cent., while the Lithgow rate has remained stationary. (7) Mr. Eddy, late Chief Commissioner, promised a concession of 1s. per ton in freight to Sydney and suburban markets in the event of the Great Ziz Zag being cut out, but his death took place some years prior to the removal of the Ziz Zag, and the rate of 6s. per ton has not since been altered. (8) The present differences in freight show in favour of our principal competitors for Sydney and the suburban as follows:—

Metropolitan, an advantage of 3s. 4d. per ton.  
Coal Cliff, an advantage of 2s. 11d. per ton.  
South Clifton, an advantage of 2s. 9d. per ton.

While we fully appreciate the position the Commissioners find themselves in owing to the increased cost of labour, &c., which may result in increased freights and fares, we trust that in dealing with coal freights they will take into consideration the present margin of difference between our district and the South Coast for the Sydney and suburban trade, and maintain the same difference in any alteration which may be made. For instance, if the freight is to be increased



by, say, 6d. per ton from Lithgow to Darling Harbour and intermediate stations, then a similar increase should take place in the South Coast, otherwise the Commissioners will be placing in the hands of our competitors a weapon with which to drive Lithgow coal out of the market. It will at once be seen what a great disadvantage we shall be placed in if our competitors do not pay the same increase per ton as we do, and as they have already received concessions of from 18 per cent. to 22 per cent., as per clause 6, for the Sydney trade, we contend we are justified in asking the Commissioners to maintain the same margin of difference per ton as exists to-day. Trusting our letter will receive the favourable consideration of your Commissioners.

Following on that, the Railway Commissioners informed us they could not meet our wishes. They said the arrangements could not apply between the specific points, as in terms of the Railway Act any increased charges must apply equally over the whole State, and, further, if coal was treated that way it would be claimed other commodities would be treated in a like manner. On the 8th August, 1917, a month later than our letter, the Railway Commissioners increased the freight by 10 per cent. all round. On the 1st November, 1918, they increased it by a further  $7\frac{1}{2}$  per cent., and on the 1st January, 1920, there was a further increase of 10 per cent., and on the 1st November, 1920, there was an increase of  $16\frac{2}{3}$  per cent., a total of 44.0 and 1.6 per cent. That is the total increase since the war period up to date, 44 and 1.6 per cent. In applying those rates it means percentage upon percentage, and, unfortunately, we have a much higher rate at Lithgow, on account of our distance, than they have on the South Coast. In applying that rate 44 and 1.6 per cent. we work out at 52.5 per cent. Our rate was 6s., and it is now 9s. 2d. In the case of the South Coast, where they start the Metropolitan at 2s. 11d., the percentage increase is only 45.7. We are handicapped by those increases by 7 per cent., or, in other words, we contend that the Commissioners are charging us 9s. 2d. at the present time, irrespective of any consideration for our distance, whereas they should only be charging us 8s. 6 $\frac{3}{4}$ d. Had it stopped at 10 per cent. there would have been no complaint. We find now we are paying 52.5 per cent. as against 45.71 per cent. Our handicap at the moment, due to that, is equal to 7.7d. per ton. We really should be paying on the same basis as the southern people, 8s. 6 $\frac{3}{4}$ d. instead of 9s. 2d., percentage upon percentage. That is the principal point we have to deal with before this Commission—the question of freight.

3471. You recognise that if what you ask for had been done, the increase, in order to meet the increased cost of working the lines, would have been larger?—Yes. Our contention in the first place was, seeing that they had established a rate which was looked upon by us and the buyers as a competitive rate, and seeing the Commissioners were compelled to do something by unforeseen circumstances, such as the war, it should have been dealt with, we contend, in a fairer way by a flat rate basis. Having established what was a rate for years and years, had the Commissioners said 2s., 3s., or 4s., or whatever it might be, we should not have complained. Even buyers of coal in the city market are handicapped. We are handicapped, too. If it was to continue, which I do not think is likely, we would lose the whole of the Sydney market.

3472. The difference between your rates and the Illawarra district before the war was one you could stand up against?—Yes.

3473. Your contention now is the difference between the rates charged for your collieries and the Illawarra district makes competition almost impossible?—Absolutely. The rates for the Metropolitan are now 1s. 10d. less than our rates before the new rates came into force. We are 1s. 10d. worse off in the Sydney market than the Metropolitan collieries. I am giving them a slight advantage by taking 1914 instead of 1917. They went up from 2s. 11d. to 3s. 2 $\frac{1}{2}$ d. I am giving them the benefit of that too.

3474. Sir VINCENT RAVEN: Has that already been pointed out to the Commissioners?—We pointed out to them the whole of the figures in connection with it in this way, that we gave the money value. We pointed out we were paying 9s. 2d. as against 6s., which is over 50 per cent.

3475. They thoroughly understand the position?—They do.

3476. Sir SAM FAY: Your arguments seem to be rather curious, in view of what I have been hearing during the last two or three years in England. There they objected to a flat rate? It seems a strange thing. It can be seen where we are placed. The higher rate of freight, owing to the distance, by percentage increases handicaps the whole of the west and the small buyers hundreds of miles from Sydney, where we do send a little coal. There is no encouragement for the far western people to use coal. If, instead of putting on the high rates for the long distances which they have to supply, if we had some further consideration given there would be more coal used in the country. The Sydney trade is what we are immediately concerned about. I am speaking of land trade coal at the present time. The shipping rates are in the same ratio. The shipping rate is 7s. 6d., including all charges, as against 4s. 3d. in 1914.

3477. The increase in England was a percentage increase plus a flat rate. That may be the reason why they objected to the flat rate?—That may be so. I may say it was not put perhaps as clearly to the Commissioners as I have put it here. The money value was mentioned, but not the difference of 7d. per ton. I think the experts would be seized with that, however.

3478. You know the Government Act under which the Commissioners work with regard to the rates. It would seem to bind them pretty closely to charge so much per ton per mile?—In arranging their percentages they have not taken into consideration after the first increase what the effect of that is going to be on the long distances.

3478A. Your contention is that you are charged more per ton per mile than the other people?—Absolutely.  $44\frac{1}{3}$  per cent. works out at  $52\frac{1}{2}$  as against 45.7 per cent.

3479. Sir VINCENT RAVEN: You contend it has not been done equally to all persons?—I do. The result shows that.

3480. Sir SAM FAY: This would apply to the Newcastle district as well?—Quite so, for the land trade. They are in practically the same position. The interviews in the earlier stages were conducted by the Secretary of the Northern Collieries, and the chairman of the Western Collieries and myself, and the Railway Commissioners. When the Railway Commissioners, through the press, were being asked to reduce the freights, they said when the forty-eight hours was restored, when the basic wage was reduced and the price of coal reduced, then they would be able to reduce the freights. Coal has been reduced by us considerably. The basic wage was reduced and the forty-eight hours has been restored. Lithgow has reduced the price of coal and received no concession in freight for it. The other districts have not reduced. We have reduced our price from 16s. 9d. to 11s. 5d. Before the war it was about 7s. 8d. Then the Commonwealth Government took charge of the whole industry under the War Precautions Act, and the rates went up equally in each district with one exception, and the last occasion when the rates went up they were made the same all round. Our rate was brought up to 16s. 9d. Those rates were fixed by a tribunal under the Commonwealth Government. We have come down since to 11s. 5d., since the restrictions have been removed. We contend we are entitled to some consideration on that ground as well. The Commissioners said there would be some consideration given. Lithgow is absolutely dependent on the railways for everything it receives and sends out. You can see what was passing through Mr. Eddy's mind years ago. His idea was to reduce the price to us. He made special rates for us at Cobar.



Witnesses—J. S. Bragg and A. E. Herring 18 August 1924.

3481. That was when you got rid of the excessive gradients?—Yes. But apart from that, for the interior, if we could show him we could sell coal as against wood he would reduce the freights, and he did so with regard to Cobar, and also if we could do away with the Zig Zag he would reduce the rate to 5s. for Sydney trade.

3481A. Unfortunately, a good many other things happened?—Yes.

ALBERT EVERARD HERRING, President, Apple and Pear-growers' Association, sworn, and examined:—

3482. Sir SAM FAY: You wish to give some evidence with regard to the rates charged for fruit as compared with other primary commodities?—Yes. The present charges are slightly over 60 per cent. more for fruit per ton than for grain, potatoes, and vegetables. The fruit from Batlow, one of the large fruit-producing centres of New South Wales, 346 miles from Sydney, in truck lots is £1 8s. 2d. For potatoes or grain it is 16s. 11d. for the same distance. The Commissioners contend they give us preference. The fruit trains are sent through first.

3483. You have faster fruit trains?—No. In a few instances from Leeton they are allowed to put fruit trucks on to some of the fast trains, but as a general rule they are not through trains. The concession which we get, and apparently which we are charged 60 per cent. for, is that our fruit is given precedence over other commodities. We have the idea the Railway Commissioners base the charges more on the value of the goods; for instance, wool rates are higher than grain, and fruit is higher. I think the idea is that fruit is more valuable than the other primary products. That is what I wish to point out to the Commission, and actually it is not. For instance, the average price of the stuff we produce would be perhaps 8s. a bushel in the market. Forty bushels go to the ton, making £16 per ton, as compared with £8 a ton for potatoes, but to get those potatoes into marketable condition the packing costs 12s. 6d. a ton, whereas to get fruit into the market costs 3s. a bushel, or £6 a ton. You can see from that, when you get the cost of our get-up, when you deduct that from what we get from the fruit, it is not more valuable on the market than is vegetables. We think that is overlooked by the Commissioners, and that they say, "Fruit is worth £16 a ton, and we will charge more." We are led to believe that. Ores are carted more cheaply than fruit. The cost over the same distance, 346 miles, for ores is 17s. 11d. a ton, 1s. a ton more than vegetables, provided those ores are not worth more than £20 a ton, leading us to believe if the stuff carted is more valuable it will be charged more for. We think that is the basis of it, and we want to draw attention to the fact that a lot of the prices we get for the fruit is in the get-up.

3484. Does the same rate apply for all fruit, soft fruit as well as hard fruit?—Yes. It is based on the estimate 40 bushel cases make a ton.

3485. Can you get as much fruit into a truck as potatoes?—Yes. If it is a 24-ton truck we can put 24 tons in. If we get 20 tons in we get a concession rate. If it is a 6-ton truck we can get 6 tons in.

3486. Sir VINCENT RAVEN: Do they have any special truck for fruit, a covered truck?—They do.

3487. Which they do not for grain?—They have fixed covers for grain in bulk trucks.

3488. They take grain in coal trucks?—They take our fruit in coal trucks very often. We do at times get the louvered vans. We prefer them, but there are not enough of them. Frequently I have loaded fruit in a coal truck.

3489. They arrange those coal trucks for carrying the grain?—Then they are provided with a tarpaulin cover. The Commissioners do not go to any extra trouble for providing special conveyances for fruit. Cabbages are always sent in the louvered vans provided for fruit.

3490. Sir SAM FAY: Is there very much soft fruit sent into Sydney?—Yes.

3491. Packed in cases or baskets?—Not in baskets. It is packed in bushel cases and half-bushel cases. My apples are packed mostly in bushel cases. The rates are the same for all classes of fruit.

3492. Are there any grapes sent?—Yes, and the rates are the same.

3493. Would there be more profit in soft-fruit growing per ton than in apples and pears?—Up to the present the soft-fruit growers, peach and apricot growers, have gone in for canning. They have been making heavy losses recently. The Commonwealth Government at the end of the war introduced a fruit pool mostly to deal with the soft fruits, and the loss on the 1921-22 pool was £120,000. The growers contend they sold it at 10s. per ton below the cost of production. Things have improved since then, but they have not been profitable, neither have our apples or pear shipments been profitable to England. I sent a consignment of pears to England this year and got a debit return of £120. They happened to be frozen on the boat. The shipping companies will take no responsibility.

3494. What is the next thing?—In regard to the extra charge made by the Commissioners on iron and steel imported from England and other countries compared with that made on the local product. I do not wish to convey the impression we are not anxious to support local industries. We contend we are paid more than the protection policy of the country. As primary producers, our prices are not protected. Our cost of production has been increased through production to over 100 per cent. Our wages are 100 per cent. higher now than they were prior to the high tariff being introduced. Our employees are no better off, through the increased cost of living, due to the protective tariff, and our machinery, due to the protective tariff, is over 100 per cent. more than previously. We contend as a section of the community we are already bearing a larger share than the public generally through the protective tariff, and we resent the Commissioners imposing another protection and making only a section of the public pay for it. It is a bad policy for the country and for the railways. The further a man gets from the seaboard the higher he has to pay on these imported articles. The people in Sydney in using galvanized iron do not contribute to that local protection in the least. If you are 300 miles from Sydney you contribute to the extent of 42s. a ton. We would probably buy the local articles, but we resent being compelled to buy them.

3495. We have been told that the local production is insufficient to meet the demands, and therefore the primary producers have to buy a certain amount of galvanized iron?—That may be the case. We resent as primary producers being burdened with a tax that is not imposed on the general public.

3496. If you do not buy you are not taxed?—Being compelled to buy an article we might not wish to buy.

3496A. Sir VINCENT RAVEN: Does it really increase the price of the local article?—It would tend to do that.

3497. You would pay more money in any case by this extra rate being levied?—Yes.

3498. Sir SAM FAY: It has been in operation a good many years, even before the Federal Customs duty was put on?—Yes. It was the policy of local protection before the industries were protected in a local way. The Commissioners have simply retained it. We think now it should be done away with.

3499. Sir VINCENT RAVEN: It seems to me the most dangerous part is it makes you have to pay more money than otherwise you would even for the local article?—That is one of the incidents of it, undoubtedly. That is all my association wishes to bring before the Commission.

(At this stage the Commission adjourned.)



TWENTY-FIRST DAY.

WEDNESDAY, 20 AUGUST, 1924.

(Held at the District Superintendent's Office, Railway Station, Newcastle.)

COMMISSIONERS:

Sir SAM FAY.

Sir VINCENT L. RAVEN.

ROBERT GEORGE KILGOUR, Mayor of Newcastle, sworn, and examined:—

3500. Sir SAM FAY: I understand the first question you wish to raise is with regard to the control and management of the railways?—Yes. In my opinion the control and management of the railways of this State are not carried out with that efficiency and consideration of those requirements, conveniences, and comforts that the public and railway patrons in particular are entitled to expect and receive. I would first of all like to refer to the stations at Newcastle and Honeysuckle Point. I have a plan which I will hand to the Commissioners so that they may be better able to follow my argument. The accommodation at these places, especially at Newcastle, has become a byword throughout the State. Many suburbs of the capital cities and moderate-sized country towns are better served. The buildings are of very old-fashioned design, the platforms narrow; the ticket windows, though recently slightly improved, are conducive to congestion and long waiting by intending passengers. The train traveller on trains leaving any platform by No. 1 has to purchase his ticket at the entrance to that platform, come right outside the station into Scott-street, and walk along that street and Watt-street round three sides of a long rectangle, carrying luggage, &c., to reach his train. In connection with the purchasing of tickets, it is quite a frequent occurrence to have to take up a position in a queue of fifty or sixty people. Most of them have luggage. Every time a couple of people get their tickets they move forward after picking up their luggage, and this goes on until you get rid of sixty or seventy people. Then if you want to go to any other platform but No. 1 you have to go through the crowd and come back into Scott-street to get there. There is no assembly platform at this station, which is a terminus. In my opinion there should be a fairly decent assembly platform provided with ticket offices. Favouritism is extended to the metropolis as against country districts. In Newcastle we hold the opinion that we should be regarded as something more important than a mere country station. This is the second city of the State and the biggest industrial centre in the Commonwealth.

3501. WITNESS: At Honeysuckle station conditions are the roughest possible. Congestion is acute. In fact, the situation of this station and goods yard has only to be seen to speak for itself. The whole equipment of these stations is not even decently maintained and the buildings, such as they are, are sorely in need of renovation. It may be argued that better stations, goods yards, and equipment would produce no better revenue, but we would urge that on broad lines there must be indirect losses to a State which gives generously to its metropolis and stifles the requests of its other cities and towns. There must also be some extra costs of administration where operations have to be carried out under cramped and primitive conditions. Though we were recently informed that the passenger ticket revenue has not increased at Newcastle in the last ten years, it is rather hard to reconcile this with the fact that in that period the number of trains in and out of Newcastle railway station has increased more than twofold. There is no waiting-room (excepting open space around the ticket office) for males, or for both sexes. There is insufficient room and shelter in No. 1 platform. It is daily congested with parcels,

luggage, merchandise, and passengers, including through passengers who come in here for refreshments. Weekend tickets are issued from Sydney at very much reduced fares to Newcastle and return. We cannot get the same privilege from Newcastle to Sydney and return.

3502. Sir SAM FAY: You say tickets are issued from Sydney to Newcastle at a fare which does not apply to tickets from Newcastle to Sydney?—That is so. The Railway Commissioners do not seem to have arrived at the opinion that Newcastle is something else than a railway town. This is one of the most important sea ports in the world and a great seaside resort. For those reasons this city should be regarded as something different from a country village.

3502½. The business in season tickets has reached very large proportions in this district. Many people who use Newcastle station get their season tickets in the suburbs. These tickets are issued on the 1st of the month. The ticket officer whose duty it is to issue these tickets knows very well that there will be at least 100 applying for season tickets, and yet he will not stamp one ticket until the first applicant comes along. It is easy to understand how long the last person has to wait.

3503. Sir VINCENT RAVEN: Is the present site of the Newcastle station the best so far as the city of Newcastle is concerned?—I would not recommend any removal of the station now.

3504. So far as the Newcastle people are concerned, the site is suitable?—I think it is fairly suitable. We have one of the finest beaches in the State, and it is a big advantage to the city of Newcastle to have the station within a few minutes of that beach.

3505. Sir SAM FAY: You wish to say something with regard to the policy generally?—Yes, that the policy of the Railway Department appears to be entirely governed from a "Railway" point of view without due regard to the amenities of the community, the progress of the cities and the towns served, or a reasonable effort to meet the wishes of local governing authorities and other important bodies whose requests are on behalf of citizens generally, and in the interests of the progress of their locality. That is what our aldermen are out for all the time. Invariably our applications to the Railway Commissioners for any concessions or improvements, or for something which we believe to be in the best interests of the people, are turned down. Ninety-five per cent. of our applications are turned down by the Railway Commissioners.

3506. Would they involve the expenditure of money?—They may. I will come to that.

3507. WITNESS: The next matter to which I wish to refer is the matter of the land occupied by buildings and other structures belonging to the Commissioners. The area of the lands occupied by the Railway Commissioners in Newcastle is about 83 acres, of which 56 acres are actually occupied or used for lines, buildings, and other structures. In the initial route adopted in laying the main line into Newcastle city there is no doubt that it had to be laid close to Hunter-street as the harbour water at that time came close up to the street in places. The harbour front has for many years now been built up by reclamation far out from the railway line. The only advantage taken of this by railway authorities has been to acquire land for other purposes than the most important one, namely, the devia-



Witness--R. G. Kilgour, 20 August, 1924.

tion of the line. It has been admitted that such deviation is most desirable. If it had been undertaken years ago it would not only have placed the local railway system in the position of being able to realise the large sum by sales, or a large yearly revenue from leases, of surplus land, but it would have had a marked effect on the general prosperity of the city by providing valuable business sites right along the northern side of Hunter-street, between Newcastle railway station and the city boundary. The frontage of this street that would be available for sale or lease would, exclusive of existing leases, be 3,555 feet. This land would, at a modest estimate, be worth 60 per foot, making a total value of £213,300. There would be no road-making costs to meet in regard to this frontage, and the selling cost of freehold or leasehold would be very light. It is fairly safe to say that the yearly rental value would be £15,000.

3508. Sir VINCENT RAVEN: What are they using the land for now?—A good deal of it is waste land, not being used.

3508½. Supposing they put a line in here as suggested, would they have to do away with any works?—There would have to be some alteration—not very extensive. Many of the structures are only sheds, right in the centre of our city, occupying valuable land.

3509. WITNESS: Apart from this, there would be, in the lands behind these northern blocks of Hunter-street and in the large area partly occupied by the goods yards, workshops, &c., after allowing for railway accommodation of a new line along the harbour front and for moving the goods shed westward, of 14,500 feet of land, which would probably be worth £435,000. This on a leasehold basis should return a revenue of £30,000 per annum. At present only a very small revenue is returned from these unleased lands. The whole of the land is practically level. Subdivisions and road-making would be the simplest operations. At present the rates paid to the Newcastle Council in this regard are £6,300 per annum.

3509½. In addition to providing land suitable for sale or lease as set forth above, the deviation of the line northward would permit of one great improvement in the city streets and its traffic, namely, the widening of Scott-street. This matter might appear trifling to a stranger to Newcastle, but to the residents it is of the most urgent importance. Owing to the configuration of the eastern portion of the city, traffic congestion has become very acute, so much so that the council is now investigating extensive and expensive resumption schemes with a view to solving the problem. The widening of Scott-street from Brown-street to Newcomen-street would go far to ease the situation. There are very few obstacles or difficulties now in the way of redesigning the lay-out of the railway lands in Newcastle compared to what may be the case in the near future. The city is being rebuilt now, and in such a way as to fit conditions as they are. It would be a great pity if alterations in the railway scheme should be delayed now and carried out later at greater expense and upset the developments involving the large expenditure of capital, both private and Governmental. It is admitted by the Department that Newcastle railway systems call for drastic alterations, and it has always been urged that it is the want of funds which has prevented the carrying out of such alterations in this city. All our commercial life is carried on within a few yards of the railway station. It is all within a stone's throw.

On the face of it, there would appear to have been no justification for retaining the goods yards in the present position for such a long time. It may have been advisable in the early development of the railway system; but the growth of the commercial part of the city is westward, and this trend has been evident for quite a long time. It would seem that its removal to some site west of Mere-wether-street, where possibly it might be combined with Honeysuckle goods yard, is very desirable in the interests of railway men. It is not less a necessity in the interests of city traffic. Most of the merchandise which now comes to the goods yard has to be taken back along a line parallel

to its forward journey. One serious objection to its present position is that the road from the foot of Watt-street to the wharves crosses so many shunting lines as to be productive of serious delay to the business public, and danger to life and limb.

3510. Sir SAM FAY: Do you not anticipate that your goods business will grow in Newcastle?—Yes, that is why I advocate an extension.

3511. How about the shipping? Here the goods yard is near the shipping. Would you suggest doing away with that?—A couple of sets of rails will serve all the purpose required along the harbour front. It would not require eighteen or twenty sets of rails.

3512. Do you not anticipate an increase in days to come in both export and import?—Yes.

3513. Would that not come here?—No, it goes to the west.

3514. And would not these particular wharves be used at all?—Not any more than at present. The Railway Department itself proposes to remove the Hunter River Wharf to a point about a mile west, near Wickham.

3515. You have to look ahead in these matters?—I realise that.

3516. You say the development is likely to come further west?—Yes. All our manufactories sending away goods are located in the western end of the city. They have to come through our main thoroughfares, which are already too much congested. The stuff is taken to the goods sheds; it is loaded up, and then taken back over the same route as it was brought in.

3517. I was looking rather at the general export and import merchandise traffic in days to come. Do you say that the west is a better place from the point of view of water depth?—Yes. Unfortunately our harbour is subject to silting up, and we have to keep a number of dredges working all the year round. The proper policy is to take the goods sheds from the east and put them further west. That would meet the requirements.

3518. You also wish to speak about the centralisation in Sydney?—Yes. I am of opinion that the result of the present system of administration and working of the railways more than tends to centralisation in the capital city of Sydney, as against the claims of other centres and ports, resulting in stifling the natural development of country centres and unduly drawing population to the one city. As an instance of how the preferential rates of freight work out. Take a distance of an average district such as Glen Innes from market:—

	Freights.			
	Wool.		Wheat.	
	£	s. d.	s. d.	
To Sydney, 424 miles ..	5	4	8	18 2
To Newcastle, 320 miles ..	4	16	9	16 5
To difference for 104 miles ..	0	7	11	1 9
Ordinary rate for 104 miles straight out ..	3	0	0	11 8

3519. Are those rates not based on the Act of Parliament under which the Commissioners act, mileage rates?—I am not in a position to say. They are not compelled to carry them at those rates. If they are, then it means that it is time the Act was altered. It is 7s. 11d., as against £3 per ton.

3520. That will always apply more or less where you get long distances, as against short distances. The Act says: "Subject to the provisions of this Act . . . per mile or otherwise"?—Other States have good wheat and wool markets at shipping ports other than at capital port cities. For instance, there is Geelong, where the cream of the Victorian wool is sold. There is no reason why, except for the nominal freight for these products from Newcastle on to Sydney, why a considerable portion of the wool and wheat of the north should not be received, sold, and shipped at Newcastle. There would appear to be every reason why at a rate that does not pay running expenses,



the 104 miles of lines between Newcastle and Sydney should not be burdened with the bulk of these products of the north at these nominal rates of carriage, especially as the trucks and engines used in this extra haulage could be made more quickly available for return to the producers who are always anxiously awaiting them. At the same time full use is not made of Newcastle shipping and port facilities. Large numbers of ships trade directly with Newcastle from foreign ports in other goods, and undoubtedly others would do so if wool and wheat were marketed here; so that there need be no danger or fear of lack of provision for getting such products away. It would appear therefore only just that as a port has been established and equipped at Newcastle, the freights should be so adjusted as to induce the northern products to be dealt with there. It is not claimed that an absolutely protective rate against Sydney should be set up, but something more like three times the existing differences should be set up as a fair and equitable arrangement.

3521. Do you suggest that the rates per mile for 300 miles should be the same as for 100 miles; that there should not be a reduction for distance?—No. The further distance a man goes he should be entitled to a reduced rate, but it should be equitable, and not such an extraordinary drop, as from £3 to 7s. 11d.

3522. Your suggestion is that the rates are not adjusted in an equitable way as between Sydney and Newcastle?—That is so.

3523. And, as a matter of fact, that they do not carry out the meaning of the Act?—I take it that when the legislation was introduced it aimed at being equitable to all people in New South Wales. In my opinion, it is not. It is in favour of the metropolis. We quite realise that the Commissioners have many times expressed their willingness to carry out certain improvements for Newcastle, and we know that it is greatly due to the fact that they have been unable to obtain funds for such work that they have been postponed. We think consideration should be given to authorising the Commissioners to raise their own loans in the same way as other corporations carrying on trading concerns; so that they might be independent of the vagaries of State revenues, and justify a more business-like attitude in regard to the opening of new lines in poor country, and sometimes, perhaps, the closing down of losing propositions. If Newcastle wants something, and the Railway Commissioners are in favour of it, why should it be competent for a man who represents Goulburn or Wagga to put a stumbling block in the way? That is what it means.

3524. You recognise that it means taking the whole of the financial arrangements out of the hands of the Treasury?—Yes.

3525. Transferring the existing loans to the Commissioners and leaving them the responsibility of renewing them?—The same as local governing bodies. There is the Abattoir Board.

3526. As long as it is subject to the Government of the day it must come within the ambit of their particular financial arrangements?—Not to such great extent as at the present time. Take these valuable frontages to our main street, workshops. The land could be sold at an average of £60 a foot. That money would go into consolidated revenue. We would not be able to get any benefit for Newcastle, because of that land being sold. It would be said that the money went into consolidated revenue, and we would have nothing to do with it. Is that fair?

3527. The railway would not get the advantage of the money received from that valuable land?—No.

3528. Do you suggest that the selling of the land would pay for the alterations you speak of?—Yes, I am quite satisfied about that. We were agitating for many years to get our old steam trams transferred to electric. It was a joke all over the State of New South Wales. I have figures in connection with the tramway losses through

capital not being made available for electrification. The accumulated deficiency was probably very near £250,000. The actual loss for the year 1921-1922 was £73,743, and for the year 1922-1923 £125,320. The Minister for Railways repeatedly admitted that electric trams would pay, but the cost of electrification, with necessary extensions and duplications, would be about £1,500,000, and this money could not be found. At 5 per cent. interest the bill would only be £75,000 per annum, yet the Government went on and lost over £125,000 in one year. This is the financial aspect only. What about the comfort and convenience of the people, and the progress of the district? Why not put tramways under separate management, or at least country tramways? The Minister offered personally £400,000 for concrete strips on our roads if we would withdraw requests for electric trams. Councils turned this proposition down. The Minister urged "buses as more modern and suitable.

Steam traction costs about 3s. 6d. a tram mile.

Electric traction costs about 1s. 9d. a tram mile.

3529. Sir VINCENT RAVEN: Where did you get the figure 3s. 6d. as against 1s. 9d.?—We are informed that that is the State average. It has taken us up to the present time to get a start made with the electrification. From the moment the Railway Commissioners started to electrify the work went on very rapidly. It seems a remarkable thing that the Commissioners waited for so long, when they might have borrowed the money at a lesser sum than the loss they were subjected to.

3530. WITNESS: Is the whole financial system not faulty? The Minister repeatedly said that a vote was given to the Commissioners to apportion their expenditure as they liked, and in regard to one application we made the Minister referred us to them. The Commissioners in turn stated that their estimates were always so drastically reduced that no money could be found for this work, and referred us back to the Minister.

3531. Another matter to which I wish to refer concerns the hoardings along the main streets on railway lands. This item is to a degree interlinked with my previous remarks on the subject of the failure to put land to its best use. There is no doubt the hoardings return some trifling revenue, but it would add greatly to the general appearance of the city if they could be replaced by a neat barrier fence, or better still if the frontages could be built up with business premises. Our main avenue is fronted with hoardings. I am surprised at the Railway Commissioners continuing them for the small revenue they receive. It detracts from the general appearance of our city. There are ten suburban railway stations in this district, and by no stretch of imagination could anyone say that they are up-to-date railway stations. They are not to be compared with Sydney railway stations. We find it the most difficult thing to get concessions from the Railway Commissioners. As far as tram administration is concerned the tramway heads seem to have set their faces against providing any waiting sheds at all.

3532. Sir VINCENT RAVEN: You realise that, as far as the Railway Commissioners are concerned, their difficulty is in getting money?—Yes.

3533. They have not refused your request on the ground that they were unsuitable recommendations?—They refused them, generally speaking, because, as they say, they have not the necessary money.

3534. Not because they do not agree that they would be improvements?—No. In many cases they agree. In talking about tram sheds, the principal waiting place in Newcastle for tram passengers is at the intersection of Perkin and Scott streets. My council saw the absolute need of building a tramway waiting shed at that place. The Railway Commissioners would not build it, so we built it. We financed it. It was a long time before the Tramway Department would agree to pull their trams up at this spot, so that people might be inconvenienced by the



Witnesses—R. G. Kilgour, T. B. Trebeck, and J. H. Gamble, 20 August, 1924.

use of the shed. At Broadmeadow there is a fairly large suburban station; the tram runs on an overhead bridge right at the station. Quite a large number of people use that station and use the tram. They have to climb up the steps, and there is no accommodation of any description for a very long distance. If the weather is wet women and children with their luggage get wet. It is an unspeakable condition. The Commissioners refused to put a shed at the top of the bridge.

3535. WITNESS: I would like to return to the matter of land occupied by the Railway Commissioners. In speaking about the sale of this land I quoted £60 a foot. That is a conservative estimate. There was a sale in the western end with frontages to the main street. Three years ago the land was sold at £60, and the increase on that particular block was £15 a foot within a few months. So that when I say £60 a foot that is a very conservative estimate. There was an increase on another block in the same locality from £113 to £128 within a few months. The development in this city is remarkable, and the Railway Commissioners are not keeping step with the general progress of the city.

3536. Sir SAM FAY: If this property were sold the Railway Commissioners would not be able to handle the proceeds?—I admit that.

3537. They would have to get money from the Government in some form in order to carry out the works that you suggest?—Yes.

3538. Your view is that the Railway Commissioners should handle their own cash?—Yes.

3539. And deal with their own finances?—Yes, treat it as a business concern. The policy of the Railway Commissioners being dependent upon the State Government of the day for loan moneys for developmental (capital) expenditure leads to a condition of affairs by which urgent calls for improvement are held over or postponed indefinitely, no matter how vital or important to the department itself, as well as to the public.

3540. We would like to know your views on a subject to which we have given considerable attention, the decentralisation of railway management and control; do you think it would be an advantage to Newcastle and the northern and eastern part of the New South Wales system if an assistant Commissioner were appointed with headquarters at Newcastle?—Yes.

3541. Working and controlling the area to the Queensland border?—Yes, that would be an advantage to Newcastle.

3542. Controlling the line to Hornsby, say, Hornsby to Newcastle, and up to the Queensland border?—I think that would be a distinct advantage to the northern district.

3543. You would be able to confer with him; there would be a centre here, and if he had the proper power he would be able to deal with matters connected with the ordinary working of the railway and so on?—Yes. I think that would be a decided advantage. I might tell you our experience with regard to the present Railway Commissioners. Once a year they go over the whole of the State. On one occasion I introduced a deputation to the Railway Commissioners on these premises, and after bidding them good morning the Chief Commissioner said, "Well, gentlemen, you will understand that we are particularly busy men; we have to do the whole State of New South Wales, and you will understand that we cannot give too much time to each city or town." I said, "We appreciate that." He said, "I have your requests all type-written before me, and with your kind permission I will read my answers." I objected to that course. I objected to typewritten answers to my requests when I was introducing a deputation representing 80,000 to 100,000 people. That was our experience. It bears out what I say, that it would be to the advantage of the northern districts of New South Wales if the administration was split up.

3544. Sir VINCENT RAVEN: I think you have put your case quite clearly, and it will have our careful consideration.

THOMAS BEALE TREBECK, representing Rutherford-Mayfield, Homeville-Telarah Progress Associations, sworn, and examined:—

3545. Sir SAM FAY: You wish to speak with regard to the railway facilities with Sydney and Newcastle?—Yes. My general evidence concerns greater facilities for traffic. I have a map showing the district I represent. (*Map handed to Commissioners.*)

3546. Your suggestion is that the main line trains running through these places shown on the map should be stopped?—Some trains. The population in the area is 1,840. We want a better suburban service with Newcastle and the stopping of some trains that leaves Sydney after business hours. There is a train which runs through now at 11.30 p.m. It slows down to pick up the staff, and if we could use that train by giving notice when there are passengers, it would be a great convenience. This is a large residential area.

3547. What is the distance between the places at which you suggest the train should stop?—300 yards, 600 yards, and half a mile.

3548. To put it generally, what you are asking for is an improved suburban service?—Yes.

3549. Sir VINCENT RAVEN: Would a motor coach on the railway serve the purpose?—I am glad you mentioned that. That was my idea. A motor coach would be a good thing. Run it fairly frequently. That would be the ideal solution.

3550. The trams do not run right out?—They might later on.

JAMES HENRY GAMBLE, Mayor of Hamilton, sworn, and examined:—

3551. Sir SAM FAY: You propose to speak generally with regard to the necessity for a changing station at Broadmeadow?—Yes, I submit the following evidence in support of that proposal. I was chairman at a conference of the councils of the whole of the district on Friday, 15th August, when this matter was considered. The proposal has been before the Commissioners for a number of years, and on the 20th April, 1920, the deputation was informed that plans had been prepared, but that the work could not be carried out owing to funds not being granted by the Government. The matter again came before the Commissioners by deputation on the 18th April, 1923, and the Commissioners stated that an estimate of cost would be prepared for the new building, and also the running cost. It has now been decided still further to urge the erection of the station, and the following matters are given as reasons for the claim:—

- (1) The whole of the district is linked up by tram to Broadmeadow.
- (2) People travelling from Sydney to the suburbs of Newcastle in most cases have to travel past their homes into Newcastle and return by tram or train, and people travelling from the suburbs to Sydney in most cases have to travel to Newcastle by train or tram, and then return over the same ground on their journey to Sydney. This means considerable inconvenience and loss of valuable time.
- (3) People travelling from Sydney to the North, North Coast and north-west, and also returning to Sydney from those lines, are taken into Newcastle and back again over the same route, and in consequence their journeys are unnecessarily lengthened, and the extra wear and tear of the trains could be obviated. There are one or two trains where the Commissioners have seen fit to have the engine changed at Woodville Junction, and in the absence of a refreshment room at a place like Broadmeadow, the passengers are compelled to do without refreshments from the time of leaving Gosford until the time of arrival at Singleton.



- (4) The engine sheds have recently been removed from Woodville Junction to a locality near Adamstown, and light engines have to travel to and from Newcastle when the changing could be done at Broadmeadow. This alone means a considerable loss in wear and tear of engines, and drivers and firemen's time. There are at least twelve trains a day where the engines are changed at Newcastle, and allowing for one hour for the driver and fireman at: driver, 2s. 8½d. per hour; fireman, 2s. 1d. per hour, the cost would be £2 17s. 6d. per day, or £20 2s. 6d. for a seven-day week, and this would amount to over £1,000 per annum, without taking into consideration the wear and tear or cost of fuel.
- (5) There is considerable congestion at Newcastle station, and it will increase as the population of the district grows, but with the establishment of the changing station at Broadmeadow Newcastle will be relieved of the long-distance passengers, and will then be able to adequately cope with the large suburban traffic.
- (6) Complaints are frequently made to the Commissioners of excessive delays at railway crossings, particularly Beaumont-street, Hamilton, and Hamell-street, Wickham, and these delays would be greatly reduced if the light-engine traffic and through trains were dealt with at Broadmeadow instead of Newcastle.
- (7) The residents of the Maitland districts desiring to travel to the popular resorts at Lake Macquarie could have a direct service through Broadmeadow instead of going into Newcastle or changing trains at Hamilton.
- (8) The population of the Newcastle district is made up as follows:—

Newcastle .....	15,000
Adamstown .....	5,000
Carrington .....	3,500
Hamilton .....	15,900
New Lambton .....	4,500
Lambton .....	4,500
Merewether .....	3,124
Stockton .....	5,000
Wallsend .....	6,800
Waratah .....	14,000
Wickham .....	13,500
West Wallsend, Charles- town, and Dudley, &c. ..	6,425
	<hr/> 102,399

65,339 of the above total would benefit directly by the establishment of the changing station.

3552. Broadmeadow is connected by tram with the whole of the Newcastle district, so that there is no heavy cost required for linking up a tramway system. People travelling from Sydney to the suburbs of Newcastle have to pass Broadmeadow to come to Newcastle. On returning they have to come into Newcastle, and go over the same ground again. This means considerable inconvenience and loss of time. Time is money. We consider this inconvenience could be obviated by this changing station. There are a few trains that go around the Woodville junction. That causes a good deal of inconvenience to passengers on account of there being no refreshment station. Passengers are unable to get any refreshment between Gosford and Singleton. If a changing station was located at Broadmeadow, and a refreshment-room erected there it would add to the convenience of northern travellers. Quite recently the engine-sheds have been moved to a position between Broadmeadow and Adamstown, and when trains run into Newcastle it is necessary for light engines to run from the engine-sheds into Newcastle to take the place of the engines attached to the trains. That causes a considerable loss, and taking the average at half an hour each way it means that one hour is lost in travelling time alone. That hour must represent a very heavy expenditure to the Railway Commissioners. If there are twelve trains a day the inconvenience means twelve hours' wages which have to be paid for driver and fireman, and this means in seven days approximately £20, or over £1,000 a year. This is irrespective of the wear and tear on the trains and the extra fuel required. In addition, it means that trains have to travel over a portion of the same route. We contend that the cost must be considerable, and the changing station

suggested would mean a big saving in this direction, so considerable that it would go a long way towards meeting the expenditure required for the staff that would be necessary.

It is a well-known fact that the Newcastle station is at present congested, and there is very little room for extension. As Newcastle is a growing city the congestion is likely to become greater each year. This could be reduced considerably if "through" passengers did not come into Newcastle. Newcastle would then only have to deal with suburban traffic, and even under those conditions there would need to be certain extensions. A large number of people, travelling from the Maitland and Cessnock district to the Lakes have to come into Newcastle and go back again. This could be obviated by having a service through the changing station at Broadmeadow.

The Commissioners have had repeated complaints from councils with regard to the delays at crossings, particularly at Hamilton, Wickham, and Newcastle, brought about by the amount of traffic. This would be relieved if through trains did not come into Newcastle as at present. The engines that come to remove these trains would also be unnecessary. If the twelve trains I have referred to were eliminated, the closing of the gates on forty-eight occasions would be unnecessary in that regard alone.

The population of the various municipalities of Newcastle is 102,339. Approximately 70,000 would be directly benefited by this changing station at Broadmeadow, and the remainder would not be inconvenienced, inasmuch as there is a quick train and tram service at their disposal. Those are the principal reasons why we think a changing station should be erected at Broadmeadow, which we think is a most suitable site, in a growing district.

3553. Sir SAM FAY: You do not suggest that there should be no trains at all into Newcastle station?—That is through trains. If there was this changing station there would be no necessity for them to come into Newcastle.

3554. You do not suggest that Newcastle should be deprived of a through carriage of some sort from Sydney? Take the interstate express. Do you suggest there should be no connection with Newcastle at all?—There would be connection by the suburban trains and trams. The number of passengers coming into Newcastle is not so very great compared with the number that would be directly benefited by a changing station at Broadmeadow. We submit that a changing station is essential. There is a large percentage in the western district.

3555. It may be an advantage from an interstate passenger point of view. The question remains whether Newcastle would be satisfied without having through carriages to and from Sydney. Do you think the people would be satisfied?—We are considering the interests of the greater population of the district. Someone has to suffer. At present you can take it that 75 per cent. of the population are suffering.

3556. Minorities do not suffer in silence?—The majorities are kicking up a row on this occasion.

3557. Sir VINCENT RAVEN: What about the business people who come into Newcastle to transact business? They would have to change?—We submit there is not as much traffic in that regard as you might imagine.

3558. And it would not inconvenience them to change at Broadmeadow?—Not in the least.

3559. Sir SAM FAY: Is there a good main road from Broadmeadow to this part?—Yes. There is a double set of tram lines. There is a seven-minute tram service from Broadmeadow, in addition to the train service.

3559A. You think that in the course of time there would be sufficient traffic for the station at Broadmeadow and the station here?—Yes. We submit that if a changing station were built there it would relieve the congestion at Newcastle, and there is undoubtedly quite a lot of congestion to be relieved.



*Witnesses*—J. H. Gamble, S. M. Neal, A. Griffiths, and J. C. Lightfoot, 20 August, 1924.

3560. It will grow so considerably that you think there is not enough room for the necessary extensions here?—That is the position, we submit.

3561. Which is the most congested part of the line? Is there more congestion, for instance, at Broadmeadow, than, say, at Waratah?—Yes, we think so. At Hamilton you get a double lot of traffic running in.

3562. I was looking at it from the point of view of which was the best site?—We submit that Broadmeadow is the better position. It is at present connected with the rest of the district by a tramway system, in addition to trains. The tramway system is a pretty extensive one. If a changing station was built at Waratah, perhaps half a million of money would have to be expended in the construction of tram lines to that station. As it is, passengers could get out of the train and walk up over the bridge and go on to the tramline.

3563. If they had luggage there would be a difficulty?—There is the same difficulty with regard to the rest of the stations in New South Wales. In any case there is a level crossing as well.

3564. Sir SAM FAY: There are undoubtedly advantages in your suggestion. But there are also disadvantages.

3565. Sir VINCENT RAVEN: No doubt there will have to be an enlargement in the course of time at Newcastle, unless some other scheme is arranged?—At the present time there is an agitation by the Newcastle Council for portion of the railway land in order to widen Scott-street. The traffic difficulties are so great. What hope is there for extending the train system. There is quite a lot of land that the Commissioners own, and by the selling of that land a large sum of money could be obtained. We submit it would more than meet the expenditure necessary to carry out what we suggest.

3566. Sir SAM FAY: That is if the money came into the hands of the Commissioners?—Yes.

SIDNEY MARSHALL NEAL, Mayor of Wallsend, sworn, and examined:—

3567. Sir SAM FAY: Do you wish to add to what has already been said?—I do not know that there is much that I can usefully add. You asked a question as to what effect it would have on the Newcastle people if passengers had to change at Broadmeadow. The fact of the matter is that at the present time every passenger coming into Newcastle has to change into a tram or train because this is a dead end. There is no one living at this end hardly. They all travel to the other end of the town, and I submit they would not be put to any more inconvenience by changing at Broadmeadow. They would have less distance to travel than now. Waratah has been mentioned as an alternative to Broadmeadow. Of course Waratah has a right to consideration. If the changing station was there you would have 90 per cent. of the people travelling 2 miles further to get to their homes. Our argument in favour of Broadmeadow is that you will cater for the long distance travellers as well as the travellers about here. I travel a good deal on the lines, and I have repeatedly had to come through Broadmeadow to Newcastle, and, having missed the tram, it has put me back one and a half hours.

3568. Sir VINCENT RAVEN: There is a population of nearly 28,000 at Waratah and Wickham. Really, the biggest population is there, rather than at Broadmeadow?—A lot of those people are already catered for. There is a tram connection from Broadmeadow station into Waratah. They will be better catered for when the electrification comes along.

3569. And supposing the changing station was at Waratah?—You would have to change twice. If people got out of the train at Waratah station they would have to take a taxi to get to the tram. The tram does not go from the railway. It is an interesting problem to study the network of lines. We here can see the position; we have experienced it and know what it means.

3570. Sir SAM FAY: Your opinion is that a station at Broadmeadow would suit the business side of the population as well as the residential side?—Yes. It would suit every one. It would suit the growing population, and we maintain that you would be catering for the future as well as the present day. Certainly Waratah is entitled to consideration, but there again it would be necessary to have a tram at the station. Broadmeadow already has the tram. With the electrification we hope to have a 2-minutes' service from Broadmeadow into the city. This seems to me to be the main consideration from the point of view of catering for the future of Newcastle.

3571. What is the growth of the population per annum?—People are going cap in hand and fixing their own rents in order to get homes. The growth is very rapid and fairly constant.

3572. Sir VINCENT RAVEN: Five thousand a year?—Yes, easily.

ARTHUR GRIFFITHS, representing Waratah Council, sworn, and examined:—

3573. Sir SAM FAY: Have you anything you would like to say in addition?—I am representing Waratah Municipality. I wish to endorse all that has been said by the previous speaker. I think the Mayor of Hamilton has outlined the whole case. There are two features to be considered, namely, the through traffic and the traffic from this district. In deciding where the station should be, both features should be taken into consideration. So far as the through traffic is concerned, a changing station at Broadmeadow or Waratah would suit, but I would say that Broadmeadow is undoubtedly the best site. The population has grown exceedingly in the last ten years, brought about largely by the establishment of industries which are extending. New ones are being introduced. Waratah will very soon be filled up. The population has to go west or south. I submit that in the years to come the big population will be in the vicinity of New Lambton, Adamstown, and towards the lake district. Broadmeadow is about the centre of the district. It is in close proximity to the tramway system. Quite a number of main roads radiate there. I think Broadmeadow is the most suitable site. The whole of the public men of the district are unanimous on the question of a changing station being established. To-day the position is quite different to what it was years ago. The changing station will not only cater for the district, but for the through traffic as well. It is a waste of time and money when all trains have to go into Newcastle and out again. People come into Newcastle just to have refreshments on the station. They do not go into the city at all. Those who do want to come into the city can do so through this changing station just as easily as coming to the city. We think that the time has arrived when this changing station should be established at Broadmeadow. It will be in the interests of the Department, in the interests of interstate passengers, and in the interests of the public generally. We maintain that we have a good case. The district is behind us, and we think that it is a matter that should be brought before you as a change from the present system is absolutely necessary.

3574. I think you have put the case very fairly.

JOHN CARVEATH LIGHTFOOT (representing Lambton Council), sworn, and examined:—

3575. Sir SAM FAY: Have you anything to add?—I speak as one wrapped up in the district. I have seen Newcastle grow. I have attended numerous conferences in regard to a changing station at Broadmeadow. In my opinion that is the site that should be adopted. I am not a railway man, but I am observing the growth of the district. It must grow west or south-west, and it is growing rapidly west. There are thousands of acres of land un-



occupied yet not far from the Broadmeadow station. It must eventually be built upon. New Lambton, Adamstown, and Wallsend would be within easy access of the changing station. It seems strange to me that train should be brought into Newcastle and long distance travellers inconvenienced over 6 miles. My experience is this: that people want to get to their destination as soon as possible, and it is hardly a fair thing that they should be brought in and taken out again when a changing station would make this unnecessary.

JOHN PATON (representing Newcastle Chamber of Commerce, attended by president and several members), sworn, and examined:—

3576. Sir SAM FAY: I understand you wish, first of all, to speak about the composition of the Railway Commissioners?—Yes, that is one of the subjects. I would like to preface my remarks by saying that the Chamber of Commerce are very much obliged to you for altering the date of your visit in order to suit their convenience. The president of the Chamber is here and several members, so that any of the points I bring forward can be elaborated by them if necessary.

3576A. WITNESS: In submitting evidence from the Newcastle Chamber of Commerce, I desire, first of all, to say that our complaints are directed mainly or in part against what might be considered railway policy as well as administration, and are based entirely on what we consider to be the best interests of the people of New South Wales.

We regard the Chief Commissioner as a man of outstanding ability, with a tremendous task, which, on the whole, is being satisfactorily performed. The running of the passenger services will compare very favourably with the other States, and our experience is that he is assisted by a competent staff, who are keen and anxious to meet the ever-growing requirements of the community.

The original lay-out of the railway tracks, converging as they do from all parts of the State to Sydney, have in the past made the metropolis the shipping centre for practically the whole of the imports and exports, other than coal. The main fault we have to find with the present administration is that what we consider to be a mistake in this respect in the past is perpetuated in the present Commissioners in their system of tapering rates, with the result that most of our manufacturing industries are forced from the country to Sydney. Flour mills, for instance, have struggled for years, and have been eventually closed down. Meat works in the country have complained of the preferential treatment given in the freights on live stock as compared with frozen meat, although it must be perfectly obvious that in the interests of all concerned it is better to slaughter in the country and send the frozen carcasses to the coast rather than to do the killing at the other end.

3577. Sir SAM FAY: One of your suggestions is that the rate for the first 100 miles should have a smaller relative bearing than, say, 500 miles?—Not quite that. It should have a relative bearing to the whole of the charge.

3578. You must have a tapering rate of some sort?—We call this a vanishing rate.

3579. Take the case of grain from a point near the Queensland border. You bring it here at a certain rate, and it goes to Sydney at a rate which you say is too low?—Yes. It is about 1s. or 1s. 2d. a ton.

3580. Sydney is favoured at the expense of Newcastle?—Yes.

3581. You think there should be a bigger increase on the last 100 miles?—Yes.

3582. Sir VINCENT RAVEN: How does that pay? It seems that the railway would prefer to let it stop here rather than take it another 100 miles at a cheap rate?—The people of New South Wales have to pay for the loss.

It is to us an alarming fact that in a comparatively young country, with such vast resources and possibilities,

we are faced with the problem of a dwindling population in those districts in the north and north-west served by the State railway. There are, of course, causes for this apart from the short-sighted railway policy, but we regard this as one of the contributing factors. New South Wales is mainly dependent for its expansion on the shipment overseas of primary products, and it seems to be an unwise policy to draw all the agricultural and grazing products of the north and south to a central point for shipment in a country with an extensive coast line such as ours. The effect of it is that goods are hauled hundreds of miles unnecessarily, and the producer is thereby handicapped in selling his products overseas against competitors in other countries and States more fortunately situated.

We contend that the existing system of tapering rates is on a wrong basis, in that produce is carried over the last 100 miles from Newcastle to Sydney for practically nothing, and that they are inequitable in that they should cease when exportable produce reaches a port at which it can be shipped. If goods are sent from a point 500 miles from Sydney, they should not be charged a high rate for the first 100 miles and comparatively nothing for the last 100. There should be a more businesslike basis for the total rate so that the last 100 miles charged would bear some relation to the first 100 miles charged, and the grower would not have to pay any more in the aggregate than he does now.

The Chamber of Commerce has urged for many years that wool and wheat intended for export, and coming from the northern part of the State, should be shipped at Newcastle, thus saving the cost of haulage and serious loss to the State by the present unnecessary use of engines, trucks, and tarpaulins on the 100 miles between Newcastle and Sydney. Rolling stock and tarpaulins are kept out of use for at least three days through being run past Newcastle to Sydney, and it is probable that many of them are out of commission for a week through this cause. Yet at the same time the Commissioners have been unable to meet the demand for trucks at Newcastle and at many centres in the country, and there has been frequently a serious lack of engine power. There is the further fact that the Railway Commissioners pay for the cartage of wool from the trucks at Darling Harbour to stores within a certain radius, and this is a direct impost on the taxpayers of the State.

3583. How do you account for that?—I think it is for them to account for that. I think the idea is that it suits them to concentrate the whole of the managerial administration in Sydney, and that Sydney should be the distributing centre for the whole of the State, and keep Newcastle as a coal port.

3584. Sir SAM FAY: Is there anything in it with regard to marketing?—Oh, yes, there is something in that. At present there are no wool sales held here. There were many years ago. There would be if the rates were altered.

3584A. WITNESS: The Chamber began its agitation many years ago, but has made persistent attempts since 1912 to have Newcastle made a terminal port. The State Wheat Board, which came to Newcastle three years ago, was astonished to find that there were no facilities here for the loading of wheat, and the members said they would have despatched cargoes from Newcastle had there been means of loading the vessels. The Lindley Walker Co-operative Company was also prepared to ship wheat at Newcastle if the ordinary facilities in the way of sheds and railway sidings were provided. The sidings could be run to the waterside near Honeysuckle Point station at very small cost, as the main railway line is only about 200 yards from the harbour front. The Government left to the Railway Commissioners the fixing of the sites for the terminal elevators, and the Department decided (*vide* evidence before Royal Commission on bulk handling of wheat) that the elevators should be at Sydney, on the ground that it was not clear that northern wheats could be shipped without mixing them with southern wheats.



Witness—J. Paton, 20 August, 1924.

The State wheat Board and the above-mentioned company said this bogey had been exploded, and that northern wheat was the best in the State; so that there is now no reason why an elevator should not be placed at Newcastle.

The President, in a statement prepared in 1921, pointed out how the Railway Commissioners could save a large sum of money through the shipment of wheat and other produce at Newcastle. The rate for grain, flour, &c., between Newcastle and Darling Harbour is 11s. 9d. per ton. From Inverell to Sydney this class of freight is carried 510 miles for 19s. 1d., and the charge from Inverell to Newcastle is 17s. 11d. So that when it comes to carrying the grain past Newcastle the Commissioners do it for 1s. 2d. per ton for 100 miles as against 11s. 9d. charged the consignor at Newcastle for sending the same class of freight to Darling Harbour.

Apart from the loss to the grower there must be a tremendous loss to the Department and the taxpayers by hauling goods this unnecessary 100 miles, and a further serious loss owing to the congestion caused by drawing all the State produce to a central point. The congestion causes delay, and in this way the rate of haulage on our freight trains must be considerably diminished; or, to put it another way, we could carry the same quantity of freight at a faster speed if the traffic was decentralised, and in this way make a considerable saving in personnel, engine power, and trucks.

At a largely-attended conference held in Newcastle in 1919 representatives of the primary producers and other organisations throughout the north were present in force. Strong exception was taken by the whole of the delegates to the policy which centralises all trade in Sydney. There was similar expression of opinion at another conference held in 1920.

3585. Sir SAM FAY: The primary producers also desired that their grain should be dealt with here and not sent to Sydney?—That is so. There are no facilities at present for shipping it.

3586. Sir VINCENT RAVEN: It would mean a considerable expenditure of money?—It would be recouped in twelve months or more.

3587. By the saving of engine power?—And the loss to the State for taking it 100 miles for practically nothing. There is also the 1s. 2d. or 2s., whatever it costs the grower. The Railway Commissioners might say that they take the wheat to Sydney because it is consigned there, but we have pointed out to them that the facilities should be here at Newcastle.

3588. Sir SAM FAY: You say that if the southern farmers wished to send their produce to Newcastle for export it is not possible to do so at the present time?—That is so. It is bound to be consigned to Sydney at the present time. You might as well send it to Melbourne if it is a good principle to send it to Sydney. Ninety per cent. of the steamers could come into the harbour here.

3589. There must be some reason for taking wheat or anything else 100 miles for practically nothing?—It is one of those reasons which have never been satisfactorily explained. I have put it to them over and over again. I think the Commissioners have made up their minds that Newcastle is always to be a coal-loading port. It suits them to have the whole of their management and administration in Sydney. They want the empty trucks there. We say that if Newcastle was made a proper shipping place we would want the trucks here. Nearly all the stuff that goes to the north first of all comes to Sydney, and runs that 100 miles from Sydney up to Newcastle. The steamer freight from Melbourne and from Adelaide Interstate and Overseas is the same to Newcastle as to Sydney.

3590. You think it would mean a saving to the man in the north who either exports or imports?—Yes. He is the man we are thinking of. The population is dwindling there, and there must be a reason for it. It does not pay them to grow anything, charges are so high.

The Newcastle Merchants' Association, in October 1920, brought before the notice of the Chamber of Commerce the discriminating rates in favour of Sydney houses, for certain lines sent from the metropolis, as against Newcastle houses which despatch the same lines over similar distances. The association also stressed the point that the Railway Commissioners were not charging the same rates from Sydney to places on the southern and western lines as they were charging to towns in the north and north-west. This policy has been continued, and under the present schedule of rates the Commissioners charge considerably less for goods carried from Sydney to the north and north-west than they do for goods delivered at towns in the south and west, the latter rates being the same as those from Newcastle to places in the north and north-west. The following table will show how these rates operate:—

Mileage.	Rates from Newcastle to Stations in North and North-west; and rates from Sydney to Stations in South and West.		Rates from Sydney to Stations in North and North-west.	
	1st Class.	2nd Class.	1st Class.	2nd Class.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
150	4 5 6	5 3 9	3 10 0	3 13 6
175	4 17 0	5 17 4	3 10 0	4 2 5
200	5 8 5	6 10 10	4 1 3	5 1 2
225	5 15 9	6 19 2	4 13 9	5 14 9
250	6 3 0	7 7 6	5 6 3	6 8 3
275	6 8 2	7 13 9	5 17 9	7 1 10
300	6 13 4	8 0 0	6 9 2	7 15 4
325	6 17 6	8 5 0	6 16 6	8 3 8

Residents of Aberdeen and Werris Creek wrote the Chamber of Commerce, complaining that the producers were compelled to pay extra haulage to Sydney, when their produce could be handled and shipped just as well, and at less cost, at Newcastle; and the Quirindi branch of the Graziers' Association, in April, 1922, carried a resolution at the Graziers' Association, advocating "the development of Newcastle for the shipment of wheat, wool, frozen meat, and other products." The feeling in the country was summed up in the following comment by the vice-president of the Tamworth New State District Council, in a special article written some time ago. He said: "The railways have been so constructed that they will serve one purpose, namely, to feed the metropolis, regardless of the needs of the people settled in distant parts, and consequently produce has to be carried hundreds of miles unnecessarily, until all hope of making a living, let alone a profit, is denied the man on the land." As having a direct bearing on the subject of decentralisation, it may be mentioned that the system of through tapering rates operates to the disadvantage of country meat works. For instance, six trucks of stock railed from Edgeroi to Aberdeen meat works, 182 miles, cost £48 14s. 6d.; and when the carcasses and by-products are railed to Darling Harbour for shipment, the total freight amounts to £83 7s. 4d. If the six trucks of stock are railed right through to Flemington, the freight cost is only £72 18s. 6d., the difference against Aberdeen being £10 8s. 10d. Again, the flour mill at Glen Innes has been closed owing to the rate system, and the granting of rebates on flour from Sydney to Glen Innes. The freight on flour from Sydney to Glen Innes is 18s. 2d. per ton for the 424 miles; on sugar, it is £3 5s. per ton. Probably you would not find one merchant in Sydney who is dissatisfied with rates which tend to bring stuff into Sydney, but on the other hand you would not find one man out of Sydney who is satisfied. It is all done with the object of getting people to start manufactories in Sydney, and it has the effect of killing the country.

3591. Sir SAM FAY: We will look into the question of rates very carefully. We have had some evidence of rates from the Chamber of Commerce in Sydney and also from the Graziers' Association.



3592. WITNESS: If necessary we can supply many instances of how these rates operate.

3593. Sir VINCENT RAVEN: A simple alteration of rates at the present time would not cure it. You would not be able to deal with the shipment of grain here. Flour mills which have been demolished in the country and erected in Sydney would still exist. Many other arrangements would have to be made before any alteration in the rates would have any beneficial effect?—Every political party in New South Wales is in favour of decentralisation, but none of them have done anything to bring it about. The feeling in the country is that if the rates were altered it would be the first step in the direction of bringing about the shipment of produce from Newcastle. Other things would follow. At present it is only a question of 2s. per ton. If it were bigger, people would object to pay it, and would want their produce shipped from Newcastle. Apart from that altogether, shipping facilities are here. It is only a question of putting a covering over the wharves and putting down the railway sidings. If wheat were shipped in bulk an elevator would have to be erected here.

3594. Traders would have to erect their establishments for slaughtering the beasts and freezing them?—We have all that here now.

3595. I mean in the country?—The Aberdeen Freezing Works is a very big concern. I think that is the only one remaining. They are struggling along. I have been with the manager to the Premier, who admitted there was something wrong, and stated he would see the Commissioners. Nothing was done. This is the only freezing works remaining in the north, and they are in a bad way. Another matter concerns the control of wharves. The Chamber of Commerce contends that the wharves for shipment of coal, timber, &c., should be taken away from the Railway Department and vested in a Harbour Trust. The Royal Commission on Newcastle harbour, by majority, recently recommended this, but the Railway Commissioners are against the proposal. It is felt that the particular functions of the Railway Commissioners are to manage the railways and tramways, and that the berthing of vessels and the shipment of coal could be better handled by another department. At present the wharves and harbour arrangements are managed by three departments, namely, Railway, Navigation, and Works Departments, and the result is considerable overlapping and vexatious delays.

3596. Sir SAM FAY: Would the control being in two hands be better and cheaper than one?—There is the handling of it at the wharves and the control of the wharves. That is in the hands of the Commissioners to-day. If you put the whole of that under one head, in the hands of the Harbour Trust, we feel it would be very much better done.

3597. Berth the ships and ship the coal?—Yes.

3598. Do you not think there would be friction between the Railway Commissioners and the Harbour Trust in certain events?—It does not happen elsewhere.

3599. The shipment of coal has to be done pretty quickly?—That is the Commissioners' contention—that there would be friction between the Harbour Trust Commissioners and themselves. There should not be. There are three departments here, and if you have any complaints to make it invariably follows that you go to the wrong department first.

3600. In what way is it unsatisfactory at the moment?—There is an overlapping. You cannot get one department to move without the other. The Works Department construct the wharves. They never hand them over, or they do not notify the Navigation Department that they are handed over. You pay rates to the Navigation Department and very often the Railway Department charge the rates as well. Two or three people have been collecting wharfage rates instead of one.

3601. You say that the Railway Commissioners charge for the wharfage, and you also get another charge from

the Works Department?—Yes. It is only the coal wharves that are under the Railway Commissioners. The other wharves are under the Navigation Department. If you want anything done to them or to the harbour they come under the Works Department or the Harbours and Rivers Department.

3602. As a general principle in getting traffic from the interior of a country into a ship, is it not better in one hand than in two?—It used to be done for 1d. per ton. Now it is 6d.

3603. That was a rate put up during the war?—Yes.

3604. Sir VINCENT RAVEN: Your complaint is really that it is in three departmental hands, although it is under one head?—Yes.

3605. If there was a head here and you could go to him it would get over the difficulty?—Yes. There are considerable things to be done, extensions, and the spending of money. They conflict at present. There is no one man in charge and there are three departments, each controlled from Sydney.

3606. Sir SAM FAY: All these authorities are dependent on the consolidated funds for capital to carry on the works?—Yes.

3607. Each one depends on the Treasury vote for whatever they get?—Yes. We frequently find that the Works Department and Railway Department are at conflict with each other. There are some wharf extensions which have been under review for some years past, but the authorities have never come to any decision, and nothing has been done. That seems to be the policy, and nothing is done. We can give you more details if you care to have them.

3608. WITNESS: Another matter concerns the coal traction and coal loading charges. Over two-thirds of the coal exported from Newcastle comes from the Maitland coalfield, and most of this coal is delivered to the New South Wales Government Railways at East Greta Junction, 21 miles from Newcastle. The Government railway line from East Greta Junction to Newcastle runs along the Hunter River Valley, and is almost a dead level; the line is a quadruplicate one, and one set of rails is supposed to be kept for coal traffic only—it was built for that purpose—so that it would scarcely be possible to find a better railway line for cheap and good working.

Going back a little less than seven years ago, the position of the rates of haulage on coal in colliery waggons, hauled by departmental engines, to the port of Newcastle for export, were as follows:—

Prior to the 8th August, 1917: From East Greta Junction to the Dyke, Newcastle, rate for haulage of coal for shipment, 21 miles, and delivered by cranes on board ship, was 1s. 1½d. per ton.

Rate increased on 8th August, 1917, to 1s. 3½d. per ton.

Rate increased on 1st November, 1918, to 1s. 4½d. per ton.

Rate increased on 1st January, 1920, to 1s. 6½d. per ton.

Rate increased on 1st November, 1920, to 1s. 6½d. plus 1s. 6d. = 1s. 9d. 383d.

Up to 28th September, 1921, the above rates included the shipping of coal by the cranes f.o.b. the ships at the dyke, Newcastle, but from that date the Commissioners, without making any reduction in the haulage rates, decided only to place the coal alongside the cranes for that rate, and made a new charge of 6d. per ton for the use of the cranes for placing the coal on the ships, although the cost of operating the cranes could not possibly amount to so high a charge as 6d. per ton. They also charged 2d. per ton extra for shipment of coal in box waggons. The contract for loading coal was let out to Mr. H. Hestelov some years ago, and in 1912 his price to the Commissioners was 1½d. per ton. In his evidence before the Royal Commission on Newcastle Harbour, last year, Mr. Hestelov said he would be glad to have a contract to-day for shipping the coal at 3d. per ton.

On the 1st November, 1912, the rate for haulage from East Greta Junction to alongside the cranes at the dyke, Newcastle, in colliery waggons, was increased to 1s. 10½d. per ton, and the cost of shipping by the cranes is 6d. per



Witness—J. Paton, 20 August, 1924.

ton, which rates are prevailing to-day. You will see from this that we are paying the Railway Commissioners to-day 2s. 4½d. per ton for most of the coal produced in this district, for services that were performed up to the 18th August, 1917, for 1s. 1½d. per ton.

The South Maitland Railway Company handle coal before it is passed on to the Railway Commissioners. I think the company's line is 18 miles, and they charge 1s. per ton for that distance. At that rate they make a very decent profit. As against that, for 21 miles the charge is 1s. 10½d.

3609. Sir SAM FAY: Your complaint is this: that, whereas the Railway Commissioners were forced by the increased cost of wages and coal to put up the rates during the war period and afterwards, they have put them up in Newcastle out of proportion to the increase in other places?—That is so.

3610. The increase in other places is about 50 per cent.?—About that. Here it is about 200 per cent. The colliery people claim that the losses on some of the railways in the back country are being made up largely by the extra revenue received from the coal trade.

3611. The Commissioners have to get it from somewhere. Your contention is that they are unduly penalising the coal trade?—If they did not run 100 miles along the coast for practically nothing there would not be so much to make up. I think, on inquiry, you will find that coal is paying considerably more than other classes of goods to make up the losses on other lines.

3612. WITNESS: Coal from East Greta Junction has been taken as an illustration of how the rates apply, as most of the coal for export comes from that junction; but if the junctions nearer to Newcastle are taken, the increase is more pronounced. Take Waratah Junction for instance, which is only between 2 and 3 miles away from the point of shipment. The rate from Waratah Junction to f.o.b. ship at the dyke, Newcastle, prior to 8th August, 1917, was 6½d. per ton; to-day it is 1s. 5½d. per ton, and ex-box waggons 1s. 7½d. per ton, an increase of nearly 200 per cent. These high rates of Government haulage have had the effect of causing other Australian States to develop their own coal resources, so that they would not in future be dependent on this State for their supplies.

3613. Another question refers to the McMyler hoists. In direct opposition to the wishes of the coal-shipping interests and contrary to their advice, the Commissioner, in the year 1909, imported four McMyler hoists, one of which was erected and tried and proved a failure, on account of the excessive breakage of the coal and also damage to waggons. The hoists cost in the aggregate £68,000, and it is safe to say that this money was completely wasted. One of the McMyler hoists stands to-day on the wharf—it has not been used since 1916—a monument to the failure of the Railway Department to understand the needs and requirements of the coal-shipping trade of the port. It and the ramp erected for running the coal to it take up a large amount of valuable space. There seems to be no chance whatever of using it again, but the Commissioners have emphatically refused to have it removed, and consequently much of the value of the approach to the wharf, and this section of the wharf itself, is lost to the public.

3614. Sir VINCENT RAVEN: What happened to the other three hoists?—I think they are still lying about there. They were never erected.

3615. Sir SAM FAY: We have seen one there.

WITNESS: If you are looking round in connection with the cranes you might also look at the loop line known as the balloon loop. £30,000 was spent there. I understand it has never been used.

3616. Sir SAM FAY: It has never been completed, has it?—I could not say definitely.

3617. I think it is part of a scheme which has not yet been completed?—I did not know that.

3618-9. WITNESS: Then as to weighbridges at cranes. Weighbridges were also installed at the cranes some years ago, and though the coal and shipping people pointed out that the plans as prepared were unworkable the department insisted upon adhering to the plans. The result was that the system was found to be unworkable in practice, and the weighbridges had to be removed. It is the opinion of coal and shipping people that the loss on the McMyler hoists and weighbridges is in part responsible for the increased charge for the shipment of coal, the department being desirous of recouping the loss incurred by its own mistakes.

The next matter I wish to bring forward relates to the Newcastle railway station and goods yard. The building of a modern railway station at Newcastle in place of the present out-of-date structure, and the remodelling of the railway platforms and railway yard, also the provision of additional roads leading into and out of the platforms, has been held up, in spite of the promises made by the Commissioners five years ago, and which have been repeated from time to time. In July, 1914, the Railway Commissioners refused to provide shelter for men and horses at the Newcastle goods yard, on the ground that this would be wasted expenditure, in view of the proposed remodelling of the goods yard. For ten years the work of delivering goods to the yard and carrying goods away has been continued under most adverse conditions, and at a cost far beyond what it should be; yet the Commissioners have made no move to assist the public by providing proper facilities.

On the 13th August, 1919, a deputation from the Chamber of Commerce waited upon the Railway Commissioners with regard to the erection of a new station and the remodelling of the goods yard at Newcastle. The Chief Commissioner said the Railway Commissioners were as anxious as anyone could be to have the work started and completed. "The conditions as we saw them in the goods yard yesterday," said Mr. Fraser, "are impossible, and the passenger traffic conditions here are also becoming impossible, and a remedy must be devised. We must have money for this purpose, or our business will be paralysed. We have made a note that the improvement of the conditions of goods and passenger traffic must be proceeded with, and we are going back to tell the Government so. I believe we shall be able to make some progress with these matters during the next few months—during the next few weeks, if possible." He added that the proposal for the remodelling of the goods yard included the provision of a covered shed 800 feet long, by means of which eighty vehicles could be dealt with under cover at one time. Adequate weighbridges would be provided. None of this work has been done.

The present lay-out of Newcastle goods yard causes serious delays. Shelter sheds should be provided to protect goods when being handled in wet weather. A travelling crane is needed in the sheds, as the present small cranes are useless. The gantry crane in the yard should be strengthened, to lift 10 to 12 tons.

King's wharf is classed as a private siding, although it is alongside the goods yard, and is used for direct loading from wharf to trucks.

Honeysuckle Point goods yard also needs remodelling, as it is totally inadequate for the business which is transacted through it. It is the same as it was thirty years ago, though with the further handicap that a crane once in use there has been removed. Consignees are not allowed to open up a full truck in this yard after 4.30 p.m., and there is no delivery after 5 o'clock. This means delay all round, and increased running expenses to the department. At Newcastle 4.30 p.m. is the latest hour goods will be received for despatch. As empty trucks are often not placed until 8.30 a.m. this means a very short day and much delay.

Then, again, the railway workshops are placed along the main business thoroughfare of Newcastle, to the great loss of the city. These workshops also interfere with the



free running of the passenger service, as trains have to slow down while passing over this section of the line. It is contended that the land is far too valuable for the purpose for which it is used. The accompanying plan shows that the land has very valuable frontages to the main street of the city on one side, as well as to Merewether-street, and the main road running along the harbour foreshores alongside the wharves on the reverse side. It is probably worth, with this double frontage, £100 per foot, and suitable land for the purpose is available or could have been obtained at something like £100 per acre. The eastern end of Newcastle is becoming very congested, as the population of the district increases. We are of opinion that the workshops should have been taken away from the present site years ago.

3620. Sir VINCENT RAVEN: Would there be strong feeling here if the railway workshops were removed altogether?—Yes, I think there would be. At Broadmeadow, and about that locality, there is ample room for workshops. Men have made their homes in this neighbourhood, and if you took the workshops away from Newcastle altogether there would be an outcry.

3621. WITNESS: In connection with the railway weighbridges, I would like to point out that at the present time the weighbridges at Newcastle and country stations weigh for freight purposes only. It would assist producers and merchants if all weighbridges were made available for trade purposes, and certificates issued (on payment) that could be accepted by buyers and sellers. Country weighbridge weights rarely agree with the Newcastle railway bridge weights.

3622. Sir SAM FAY: When you speak about the weighbridge weights varying, you refer to railway weighbridges in each instance?—Yes. It is quite an experience to get a truck from the north to weigh within a few hundred-weight of what it was when despatched. The Department say they weigh it for freight purposes only; that it is only a relative rate. We contend that it is not weighed near enough. For instance, a truck goes over the weighbridge, say, at Guyra, and weighs 10 tons 16 cwt. We put it over the bridge here, and it weighs 10 tons 6 cwt., and accordingly the merchant has to pay for 10 cwt. more than he receives.

3623. You contend that the Commissioners do not weigh accurately?—That is so. One of the weights must be wrong.

3624. Are the weighbridges checked by the proper authorities?—I do not know whether the Department tests the Commissioner's weights.

3625. Is there not a penalty?—The Commissioners say the weights are only for freight purposes. They say they only want to find out within a few cwt. what the weight is. It would be a great convenience if people could take those weights as accurate and pay and receive on them.

3626. To accept the railway weights in their dealings?—Yes. They are prepared to pay for the cost of an accurate weighbridge clerk. There are very bitter complaints in regard to this matter.

3627. Is it a question of the difference between weighbridges in the country being read as against truck weighbridges?—I think they are both truck weighbridges. Here they have a cart weighbridge as well. I think they are more accurate on that than the other. It is the truck weighbridge that we complain about mostly. It should be a simple matter to rectify. I understand that the Weights and Measures Department do not examine here; I am told that the Railway Department have their own examiners.

3628. Sir VINCENT RAVEN: We were told in Sydney that they were examined in Sydney by another authority other than the Railways?—We can ascertain if that is so. There is a branch of the Department here in Newcastle.

3629. WITNESS: The next question I wish to deal with relates to the anomalies in freights and fares. During the last five years the Chamber of Commerce has drawn attention to a number of anomalies in railway rates, favouring

Sydney against Newcastle and other towns; and we are pleased to say that many of these have been rectified. In the revised Rate Book issued in December last a number of alterations in freights were made which seem to meet with general approval. In the new Rate Book infants' foods, jam, &c., are charged higher rates than such articles as imported American fish. Coal for local use is charged 4s. 6d. per ton for 50 miles, yet gravel is carried for 3s. 10d. And the coal is carried in the colliery owners' waggons. As a general principle, we think that necessities of life should be charged a lower rate of freight than that charged for luxuries.

Complaints have been made on different occasions that passengers from Newcastle and northern stations travelling to places in Queensland have to pay as much as, and in some cases more, than people boarding the same train in Sydney by way of passenger fares. This is very unfair discrimination in favour of Sydney residents. A concrete example of this is given below:—

*Extract from Newcastle Morning Herald of 1st March, 1924.*

Anomaly in Fares.—As an evidence of the centralisation encouraged by the railway rates, Mr. J. S. Keen, who recently travelled from Maitland to Goondiwindi, in Queensland, points out that he had to pay £4 4s. for a ticket to Warwick, and £1 4s. for another ticket to Goondiwindi, or £5 8s. for the whole journey; whereas a friend of his paid for his ticket from Sydney to Goondiwindi, a journey of 119 miles longer than Mr. Keen's, £1 4s. less than Mr. Keen's fare. In addition, Mr. Keen paid 17s. 10d. fare from Sydney to West Maitland, making a difference against Mr. Keen of £2 1s. 10d. As he points out, it would have paid him to have gone back to Sydney, and taken his ticket there for Goondiwindi, by doing which he would have saved £1 4s. This is a matter which has engaged the attention of the northern Chambers of Commerce for some time.

3630. Sir SAM FAY: Dealing with the general question of freight rates, do you say there is a general complaint as to the classification?—I would not say that. There seems to be a lot of anomalies.

3631. Do you think that articles in one class should be in another?—Yes. We could let you have a list giving instances of what we contend are gross anomalies.

[At the suggestion of Sir Sam Fay, witness undertook to supply this list.]

3632. As regards the interstate rates, these were arrived at at a conference. They are mileage rates, out of which each State gets a proportion on the mileage basis?—That applies in connection with transit between capital cities. The instance quoted refers to a passenger going to or from a branch line.

3633. WITNESS: Under the heading of "Local Complaints" I have made a note of several matters. Complaints have been made regarding:

1. Lack of reliable information as to the times when trains run, as to the issue of holiday and week-end tickets, and as to whether trains stop at certain platforms, whether new platforms are open or not, and as to whether new trains have been put on subsequent to the issue of the half-yearly time-tables.
2. There is no necessity for all through goods to be brought into Newcastle goods yard.
3. Absence of lavatory accommodation on long-distance journeys, especially at holiday times.
4. Poor lighting of railway carriages.
5. Failure to provide a sufficient number of time-tables when the usual half-yearly change of running of trains is made, and of the Department to make known the alterations in times of particular trains or of new trains added to the service.
6. Merchants complain that storekeepers throughout the north and north-west are able to get goods from Sydney more promptly than from Newcastle, although we are 100 miles nearer them. Storekeepers in the country also complain about this matter.

3634. Sir VINCENT RAVEN: Do those complaints quite tally with what you said at the beginning, namely:



*Witnesses*—J. Paton, 20 August, and E. G. Weyland, 21 August, 1924.

"We regard the Chief Railway Commissioner as a man of outstanding ability, with a tremendous task, which, on the whole, is being satisfactorily performed. The running of the passenger services will compare very favourably with the other States, and our experience is that he is assisted by a competent staff, who are keen and anxious to meet the ever-growing requirements of the community"?—I think these complaints might refer more to the local administration. The other is in a general way. For instance, fortunately, we have not many serious accidents. Speaking generally, I think the passenger service is very well managed.

3635. The lack of reliable information would refer to the passenger traffic?—Yes.

3636. WITNESS: In conclusion, I would like to state that the Newcastle Chamber of Commerce is in accord with the views of the Sydney Chamber of Commerce, as expressed in the suggestions Nos. 1 to 7, which were placed before the Royal Commission on the 30th ultimo; and supports the proposal made by Sir Mark Sheldon for the decentralisation of railway management. On 24th April last the following motion was submitted by the Newcastle Chamber of Commerce to the annual conference of affiliated Chambers of Commerce of New South Wales, and was carried unanimously:—"That, in the opinion of this conference, one member of the board of Railway Commissioners should be a business man, nominated by the commercial and industrial interests which contribute so largely to the Department's revenue; and that we, therefore, request the Government to take the necessary steps to enable such appointment to be made." This resolution embodies the considered opinion of this Chamber. Sir Mark Sheldon elaborates a little on that motion. It provides for one of the Commissioners being a business man.

3637. Sir SAM FAY: You would be satisfied if an assistant Commissioner, with headquarters at Newcastle, managed for all local purposes the lines to the north and down as far as Hornsby?—Yes.

3638. So that you would have someone here to appeal to in matters that you wished to bring forward, and generally to deal with any requirements there may be in the Newcastle district?—That is so. I think the Commissioners get here once or twice a year, and they stay for a couple of hours, and that is all we see of them.

3639. There is one question we would like to ask, with regard to finance. You know the Railway Commissioners are at present dependent upon the consolidated funds for any moneys which they might want to spend. They do not get anything like what they think is necessary. In consequence there are numerous complaints. There is

a great deal of delay in passing the annual budget. The budget commences on the 1st July, but it is not passed until about October or November. We have had to give a good deal of consideration to the financial side of the railway administration. Do you think that the Railway Commissioners should have control of their own finances?—I do.

3640. Raise their own moneys?—Yes.

3641. To meet the obligations of loans as they come in for renewal?—Yes.

3642. And generally deal with the question as a railway company would if they ran the railways?—Quite so. The Commissioners say they cannot get any money to carry out small work that they consider urgent and necessary.

3643. Sir VINCENT RAVEN: Is that not the reason why they cannot keep their promises?—I do not believe that is the only reason. That is a reason they gave us. My own impression is that the Railway Commissioners have made up their minds that Newcastle will be a coal shipping port only. I think they have written Newcastle off the map so far as anything else is concerned. That is my opinion, and the opinion of the shipping people here. We are concerned in the development of the country districts as a whole, not merely Newcastle. We contend that the functions of the Railway Commissioners should not be alone to make a profit out of the lines.

3644. You agree that the Commissioners' task has been satisfactorily performed on the whole?—I have pointed out why I think certain things are not being satisfactorily performed. For instance, there is the tapering rate question, and the enlargement of Sydney as against the rest of the State. Decentralisation and New State leagues would go out of existence if the railways were run from the hinterland to the coastal ports, and Sydney was not centralised for everything, as is the case to-day. That is the big problem in New South Wales.

3645. Sir SAM FAY: With regard to the management of the railways and the disposal of the receipts, would your view be that the railways should be so run that they should pay first of all the working expenses, then make the necessary reserves and renewals, meet the interest on loans, and no more?—Certainly no more. I think they ought to be recompensed for the huge expenditure on non-paying lines. If they do not pay they may be put down to developing the country.

3646. You think they should have some assistance from the Consolidated Fund?—Yes.

*(This concluded the Newcastle sitting of the Commission.)*

TWENTY-SECOND DAY.

THURSDAY 21 AUGUST, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

COMMISSIONERS:

Sir SAM FAY.

Sir VINCENT L. RAVEN.

ERNEST GEORGE WEYLAND, Manager of the South Coal Owners' Agency, and Secretary of the Southern Colliery Proprietors' Association, sworn, and examined:—

3647. Sir SAM FAY: You are interested in the Illawarra collieries?—Yes. We have been very large contractors to the railways. The collieries I represent have been large contractors to the railways for a great number of years. We have supplied them from two collieries up to 400,000 tons per annum until recently. I wish to

point out that the conditions of the contract for railway supplies are one-sided. It is binding on the supplier, but not in any way binding on the Railway Commissioners, and consequently it is not a contract at all.

3648. They ask you to give a price for a certain tonnage and do not take that tonnage?—Yes. They sent out a notice of requisition. They call for tenders and make a contract. We enter into bonds to complete the contract. I do not say that the Railway Commissioners say they are making a contract, but they call it one.



The conditions set out the quantities are approximate, and that they can take as much of that quantity as they feel inclined. On our part we undertake to supply them with the quantity estimated as their requirements, and we are under penalties if we do not supply them if they order it.

3649. That is up to that particular quantity?—Yes.

3650. Is not that the usual contract with contracts of that sort?—No. Our usual contracts are that we undertake to supply and they undertake to take delivery of a certain quantity. That is to anyone except the Railway Commissioners.

3651. Would it not be different between a Railway Department not knowing exactly what it would want in the shape of tonnage?—Quite so. I know they have a fair margin allowance. They have made contracts with us to take 20,000 tons of coal from particular collieries and they never took one ton during the year.

3652. Sir VINCENT RAVEN: There is usually a minimum and maximum amount?—Yes, but not in this case.

3653. Not here?—I presume you know the printed form of railway requirements. In connection with this 1923 contract we offered to supply 175,000 tons of coal from one pit, and 150,000 tons from another. The railways accepted that, and then within some weeks afterwards they sent a further notification to say that the quantity would probably, for various reasons, be reduced to 105,000 and 100,000, as regards those two pits, and from 33,600 for all our pits to 20,000. As regards the first two quantities the contracts were carried out. The quantities estimated were taken, but as regards the third one they did not take any, involving a good deal of hardship on a coal supplier. At the same time we are penalised if we do not supply them.

3654. Sir SAM FAY: Do you know why it was not taken?—For various reasons was the only explanation given. The probabilities are they were getting cheaper coal from the western district.

3655. WITNESS: As regards the Lithgow Coal Association, tenders are called by advertisement, and there is a circular sent round stating what their requirements will be, and we send in our tenders accordingly. In the case of the Lithgow Association they send in an alternative tender stating if the railways take a particular quantity the price would be so much higher than if they took a larger quantity. The railways take advantage of that alternative tender, and they state they would take the larger quantity. They did not give us the same opportunity.

3656. Sir SAM FAY: Does your coal compete with the Lithgow coal?—It does now, owing to the very great reduction that the Lithgow people have made in their price. In the ordinary course the Lithgow coal would be used on the railways in the neighbourhood of Lithgow and our coal in the neighbourhood of Sydney. Lithgow coal has been used largely in the west and our coal in the southern district and the Illawarra district. Owing no doubt to the great cut the Lithgow people have made in their price, during the last year particularly, they are using our coal now for the west as western coal. I think they have a cross-over from the west to the southern line. They take western coal for those depots where they used to take southern.

3657. It would be a shorter run from Lithgow than from here; the railway authorities would haul your coal a longer distance than the Lithgow coal?—I could not say. It would be a cross-over from Wallerawang to Harden, I think. I do not know if it would be shorter. They never took advantage of it until this present year. In 1923 the estimated railway requirements from the southern district, which they called the metropolitan—Picton and Goulburn—was 528,600 tons. For western coal 106,600. In 1924 for metropolitan and southern districts our coal was 351,000 and western and southern district 331,000. As a matter of fact they have curtailed us to the two collieries

I am speaking of, to 160,000 tons. That has reduced us to 160,000 tons and increased the western to 450,000 tons, the western price being very much lower than the southern price. They have a very much longer haulage from Sydney to the western collieries. The efficiency of western coal is admittedly not as great as southern coal. They have always been prepared to pay more for southern than western coal. The western people have been able to make such a cut in their price that we have been cut out, for which I have no grouse coming. It is the conditions of the contract, the alternative tender which they allow these people to put in I complain of; we do not have the same opportunity. Apparently they do not ask them to put in the alternative tender. If they take the maximum quantity there is a reduction. I would have thought in ordinary business life that other tenderers should have been notified the same opportunity existed for them.

3658. Have you much difficulty in getting rid of your coal?—We had two collieries specially equipped for railway purposes—the Metropolitan and Coalcliff—the output of which up to the last year has been taken practically wholly by the railways, and consequently we never look for outside trade for those collieries. Now as the railways have reduced their quantities so tremendously we have very great difficulty in getting rid of the coal. There is a very limited market for southern coal recently. That is large coal. There is no difficulty about small. There are many coke works on the coast, and if they are not working the pits there is a shortage of small coal, and the cokeworks are short of their requirements.

3659. Does not some of your coke go west?—I do not really know what the outlet is. It goes everywhere and is exported.

3660. And you wish to talk about the shortage of truck supplies?—Yes.

3661. You mean departmental trucks?—I mean departmental trucks for private purposes, not for their own. We find we utilise and use a great number of railway trucks. I have known occasions on which we have put in orders for 400 hoppers, and have not received ten.\* We find that usually there is great difficulty in our demands being met, as regards our orders for trucks, whatever they are.

3662. What is the proportion of the hopper trucks you would require as against the ordinary. It is loaded in the ordinary open truck?—Not for our private purposes. For Government trade they use principally what they call "D's" and dumps. For our private trade we usually use hoppers. The greatest shortage has been in connection with hoppers. In times of distress they deviate the trucks from the South Coast to where they might be required for carrying starving stock or fodder, which is quite all right.

3663. They would not take hopper trucks for that?—They have done so. I cannot imagine you could carry stock in hoppers very well. It was principally fodder, I suppose. I do not think the railways have sufficient trucks to cope with the business. As soon as a little extra pinch comes along someone has to go short. The thing I wanted to point out is the demurrage. If we order trucks and for some reason the colliery stops, the railways charge us demurrage on them. If an accident takes place in a mine and there is half a day shortage some trucks are left over and the railways again charge us demurrage. After negotiation we frequently get a reduction—in many cases half, and in some cases nothing. They do meet us there largely to the extent of half. On the other hand, if the railways cause, as they frequently do, a stoppage of half a day through trucks ordered not being received, we are put to considerable expense, and we have no comeback at all.

3664. Sir VINCENT RAVEN: Have you any trucks of your own?—Yes. Most of the collieries have their own trucks. Several of them are entirely dependent on railway trucks.

3665. You could get over that difficulty by having your own trucks?—Yes.

\* Subsequently altered to most extreme case would be ordering about 300 and receiving from 30 to 40.



Witnesses—E. G. Weyland and C. M. McDonald, 21 August, 1924.

3666. Sir SAM FAY: Are the trucks you own mostly hopper trucks?—No. I suppose you would call them hoppers; they are open trucks, generally wooden trucks. A great number of them are not passed for the Government lines.

3667. Do they frequently hold you up?—No. I do not say they stop them altogether. We are frequently stopped for a quarter of a day. Last week two of our collieries were stopped for that very reason. Frequently the collieries have their own trucks, and they are filled. Then we get an order, and we have to run railway trucks to carry the order. The colliery trucks are not passed to go on the Government line. If we cannot get them the pit has broken time. We have not sufficient notice of that to stop the pits working. We order trucks usually about 12 o'clock one day, and the authorities do not seem to be in a position to tell us how many trucks we are going to get very often the same day. We do not know until we find they have not arrived that we are short. This shortage is continuous, and has gone on for many years. It is up to the railways to get more trucks.

3668. That is the hopper truck you want?—Not particularly; trucks generally, the hopper trucks, of course, specially. Our trade is mostly shipping, and hopper trucks are specially utilised for that.

3669. The evidence given by the Lithgow Coal Association does not suit you?—I do not know that they have anything coming to them as regards the complaint. Mr. Bragg stated that the rates on the Illawarra have not increased in the same proportion as those at Lithgow. I cannot see that. In the first place they have a longer haulage, and naturally their rate is based on a lower mileage rate than ours. The Commissioners since 1917 have put on 4 percentage increases on to the rates, and I think everybody is entitled to bear that in proportion to their proximity to the centre, Sydney. I cannot see why he should have any complaint about it. As regards that, interfering with his western-Sydney market trade, the west is able to undercut us by 7s. a ton in the railway trade. Surely the little difference there would be in the railway freights—some small percentage allowance as he puts it—could not affect their Sydney trade to any extent.

3670. What he asked for was a flat increase all the way round to everybody instead of a percentage?—I suppose it is a point of view. What appeals to me is they are getting it at a lower mileage rate than we are, and I think they ought to be satisfied to put up with the percentage increase the same as we have got. If they were nearer Sydney they would have the same advantage as we have.

3671. He said, "I can compete on 1s. a ton, but not on 2s."?—It would not make anything like the difference to him as far as I can see. I do not think if he can give the public at his price the same commodity that we have that the 2s. would affect it.

CHARLES MYLNE McDONALD, Chairman of the Northern Collieries' Association, sworn, and examined:—

3672. To Sir SAM FAY: I represent the Northern Collieries—Maitland, Newcastle, and Teralba. I want to speak on the price put on coal for shipment. The Department on the 28th September, 1921, put a charge of 6d. per ton for cramage charge. Prior to that the haulage charge included the cramage charge. Prior to the 8th August, 1917, the rate for East Greta Junction to the dyke, where the bulk of the coal exported goes, from the Maitland field the rate was 1s. 1½d. per ton, which included the cramage charge.

3673. Did that rate specially state it included cramage?—Yes. That appears in "Merchandise and Livestock Rates, 12th December, 1916."

3674. This does not say what the charge shall be at Newcastle?—The rate fixed for the first 2 miles was 6d. per ton in owners' trucks and departmental engines. Then they have, "See note; this charge covers the cramage at Newcastle and Pyrmont." They definitely state there the rate covers that. That was from East Greta Junction prior to the 8th August, 1917, 1s. 1½d. per ton. The rate now is 1s. 10½d. per ton, plus 6d. cramage, making it 2s. 4½d., so that since 1917 we are paying an increased rate from 1s. 1½d. to 2s. 4½d. for the same service. We contend that the cramage charge is excessive, and should not have been imposed, that the high charge on the first 2 miles was to cover the cost of working the cranes.

3675. And I suppose the necessary shunting?—Yes. We recognise they have to have a high initial charge, otherwise the people who are nearest to the cranes would be paying too low a rate. The original rate was 6d. for 2 miles, which covered the cramage.

3676. Does this increase materially affect your foreign trade?—Yes, with other factors. You take the Waratah Junction: there is a big difference there. Previously, the rate was 6½d. per ton, now it is 1s. 5½d. per ton, box waggons, 1s. 7½d. per ton. We have to compete with Japanese and Chinese and South African coal. The South African Government assists the owners by giving them an export rebate approximating 5s. 6d. a ton. Their collieries are a long way from the coast, a couple of hundred miles.

3677. More than that from Durban?—200 or 300 miles, I think. Some of our collieries, the South Maitland field, Cessnock, is roughly 35 miles from the Dyke. That would be the longest distance in the Newcastle area; no, there are some collieries further out. They are developing lower down in the South Maitland district, south of Cessnock, and even south of Bellbird, to a distance of about 40 miles. We had a very good foreign trade before the war, but the stoppages in the industry, strikes and freights, and sea-borne freights have damaged our position there. We cannot guarantee delivery with the strikes we have. This is a factor, the charge made on the freight.

3678. You recognise, consequent on the increase in wages and cost of living, there had to be an addition to the railway charges?—Yes, but I think they have picked out the coal industry. I think the facts will show we were very hardly dealt with in the incidence of the charges. The increase of nearly 200 per cent. in one case and 111 per cent., I think it is, on the bulk of our trade, is rather harsh treatment. They say we put up the price of coal. We did not put it up. The Government put up the price of coal in order to meet the increased wages in the mining industry. That increase in the price of coal was nothing like they have charged us.

3679. What is the difference from East Greta Junction to the Dyke?—Twenty-one miles. In August, 1917, the price of coal to the railways at the East Greta Junction would be about 13s. 10d. In August of this year the price would be 19s. 10d. or 19s. 11d.

3680. Sir VINCENT RAVEN: A good deal less percentage than the increase in the rates?—Yes. The railway rates were not increased in previous years, although the Government had increased the price of coal previously.

3681. Sir SAM FAY: It is roughly 1d. per ton per mile?—Yes, for the haulage charge.

3682. You take 2s. 4½d.?—Yes, that included the crane. That is in our own trucks. In our trade, in the shipping trade we supply practically the whole of the trucks, the Government supply the locomotives. In the Sydney trade, that is from Teralba and some of the Maitland collieries, and Newcastle, they are department waggons.

3683. Hopper waggons?—No, I think they are largely D and S trucks, ordinary goods trucks. We are not a selling agency, our association. Each company handles their own traffic arrangements and their own supplies.

3684. Then you wish to call attention to the hopper and box waggons?—Yes. We have a real grievance over this. In October, 1922, the department issued an instruc-



tion that in future owner's waggons loaded in single-door hopper, 6d. per ton; loaded in double-door hoppers, 7d. per ton; loaded in box waggons 8d. per ton. Colliery A in the Maitland field had hopper waggons with double doors. Colliery B next door had waggons with single doors. Colliery A was mulcted 1d. per ton on its whole output because it happened to have waggons which comply with the specifications of the department at the time they were built and were passed and approved by the railway engineers.

3685. Those waggons would have been passed a good many years ago?—I daresay some ten years before. The South Maitland field has only been opened up in export trade since 1904. We take very strong exception to the department passing waggons and then imposing a burden on a particular colliery.

3686. Was not there the question of the tonnage the waggons would take?—No. The department had said that the waggon should be larger, but we are not the greatest culprits in that. The department itself might look into that. This extra charge of 1d. on the doubledoor hoppers was entirely owing to the fact that it took the tippers slightly longer to open two doors than one, to knock the bolts out. If anyone can tell me that costs 1d. a ton, I would like the contract. In the Newcastle district a great number of the collieries have those box waggons. They were charged 2d. a ton for the ordinary hoppers with one door.

3687. Does that mean in the box waggons the coal has to be shovelled out?—No. There are two boxes on the bogey. It means two operations. The charge of 1d. a ton on a truck carrying 10 tons for knocking a bolt out seems high.

3688. Sir VINCENT RAVEN: How many tons can they discharge in an hour?—They just knock the bolt out, and down she goes. Say you take it at 200 tons an hour, then you get 200 tons at 1d., 16s. 8d. They do a lot more than that when they get a clean run.

3689. Sir SAM FAY: Then there is the question of shortage of locomotives?—Yes. At times the trains run late. We find if we are at all late we are immediately mulcted in some way or another. We get no compensation for waggons being late back by reason of not sufficient locomotives, which necessitates carrying a larger number of waggons than we should have to carry. I think it is shortage of locomotives and also that some of them are not capable of drawing the loads they originally set out to draw. As far as I know they have not stopped us for some time. They have not actually stopped us by reason of the shortage of waggons excepting this, that sometimes men will come to the pits and the waggons do not happen to be there, and they say, "There are no waggons," and off they go, and the day is lost. The waggons are probably there in an hour or two later, in sufficient time not to block the day, but the men will not stop there.

3690. Sir VINCENT RAVEN: Are you charged demurrage on open waggons?—No, but we are charged for the locomotives.

3691. Demurrage on the locomotives?—They have to wait or take out short loads.

3692. Sir SAM FAY: That is where the locomotive runs down to the colliery?—Yes. There are minimum loads per train. For coal waggons freight taken to a colliery, first service shunting charge 5s. 10d. for each fifteen minutes, with an additional charge of £1 3s. 4d. per hour, minimum 5s. 10d. if the Department has to do the taring. There are other regulations which provide we have to send out the full complements of trucks we brought in back again to the line. That would not apply where they took the coal from the junction. They take the coal from the junction. They send the waggons back to the colliery with their locomotives.

3693. When they take the coal from the junction the coal is worked up by the colliery owners?—The junction of the collieries, yes. They would take the coal away. I thought you meant the East Greta Junction.

3694. I had that in mind?—The Department takes it over from them at the East Greta Junction.

3695. So those charges would not apply?—Yes, they would apply there. You would have to give them the full complement waggons to run back. At the East Greta Junction it is somewhat different to the other collieries where they go direct to the mines, because they assemble the trains at East Greta Junction.

3696. Then you complain, although there has been an increase of about 50 per cent. of output, that output has not been met by additional trains?—Yes. This was pointed out to me by one of the companies.

3697. They have practically driven the day traffic into the night?—That is so.

3698. Does that cause you any great inconvenience?—We prefer to have it more regularly distributed throughout the twenty-four hours than rushing it in the night time. It means more shunting in the railway yards.

3699. It looks on the face of it as if the line is congested in the day time, and they run during the night time?—The line was built for coal traffic only. It is a straight run from East Greta Junction down to Waratah before it gets into the network there. I suppose it is one of the most level haulage roads you could have.

3700. Damage to rolling-stock. This refers to your own waggons?—Yes, it usually occurs at the Dyke. The Department is all right when there is any apparent damage done to a waggon. If the head stocks are knocked about we do not get any adjustment of the cost. We get redress if there is any serious damage. Small damage to the head stocks by rough usage at the Dyke, door hinges being broken—anything of that sort—we do not get paid for. I think it would be very difficult in the majority of cases to prove whether it is rough usage.

3701. Minimum loads?—I attach the statement there. That is from one colliery showing the extra freight we pay on the actual capacity loading of the waggons. We feel we should only pay for the quantity that is in the waggons. If you asked some of the inspectors of the Department, they would admit the minimum load they set down for some of their waggons cannot be carried by the waggons in question. I think the minimum load is fixed at a super maximum.

3702. Sir VINCENT RAVEN: The weight of coal varies?—Yes. You get a heavier coal. The Maitland coal might go 43 feet, and another coal might go 45 feet.

3703. We usually reckon about 42 feet?—That would be Welsh coal, I take it.

3704. Yes, and Northumberland, too?—Maitland is somewhere about 43 feet. That is setting out the minimum rates to be charged in page 74 of their charge book.

3705. Sir SAM FAY: These rates recorded here would refer to Departmental trucks?—Yes.

3706. They do not limit you when it is an open waggon?—Oh, yes, we have to load our waggon. We have to top them. We have to put on sufficient men to see they are fully loaded. They make a minimum for the train load.

3707. It is a minimum for your own waggons as well as for the Department?—Yes. It is all set out on page 76, "Gross tons excluding brake van, East Greta, 490 tons."

3708. That is their own load. It has to be worked out on the truck load?—Yes.

3709. Who weighs the coal?—It is weighed at the Dyke by the Department. It is weighed on the run. We have no complaints about the weighbridges as far as I know. I do not come directly in touch with it. I have not had any complaints made to me to bring before the Commission.

3710. Coal for railway stock?—There should be another crane there. It upsets the company if they get an order for 500 tons and then they are not permitted to tip it. They have to find another outlet for it in order to get it out of their waggon.



Witness—C. M. McDonald, 21 August, 1924.

3711. Sir VINCENT RAVEN: Is this at any particular place?—This came from the Hebburn Company, the Maitland field. It might be for any part of Newcastle, wherever they are taking the coal.

3712. That is the stacking of the coal at Newcastle?—Yes. That would be the most of the complaint.

3713. Sir SAM FAY: In regard to accounts?—They make us pay fortnightly, and they are nearly four times as long paying us. We can send our accounts in at once if necessary; they go in monthly.

3714. What time in the next month would you send your accounts in?—We would have them in straight away in the first part of the month. We would expect to be paid by the 15th of the month. There is no difficulty about sending in the accounts. The difficulty is to get the cash.

3715. If you sent your account in on the first week in the month you would get your money on the last week of the month?—Yes. We want it on the 15th. We pay fortnightly for all our traffic.

3716. Then the siding agreements you think are too drastic?—Yes. We told them we would not agree to it. They asked us to grant them the absolute right, where we had a siding, to run any other traffic over it—that is to say, if a new colliery were opened behind one already established, they would be able to run the traffic of a new colliery over the old siding and join up with the old siding. The railway might have to dislocate the whole of the traffic of the original holder of the siding. We do not mind allowing the Department to use the sidings in emergencies, but we do think we have some rights.

3717. Sir VINCENT RAVEN: Would that siding be on the railway?—On private land, joining up with the Government railway. Of course, part of it would be on the Government line to connect up.

3718. Which you pay for putting in?—Yes. They want to use it indiscriminately. I have given the whole context of the agreement as drafted. I wrote to the Department, saying we were prepared to suggest the words should be added, "The right to use the siding in case of emergency," but the words "The Commissioners reserve to themselves the right to use the siding for other than your business should they so desire, but so that such use shall not unduly interfere with or hamper you in the ordinary conduct of your business, and to close the connection with the main line should such a course be necessary. The Commissioners also reserve to themselves the right, where such course shall appear to them to be expedient, to grant licenses for the joint use of the said siding by others upon such terms and conditions as to use and contribution towards cost of construction and maintenance or otherwise as to the Commissioners may appear reasonable should be deleted." We have not signed the agreement, and we do not intend to.

3719. Sir SAM FAY: You suggest the Department should not have the right to allow other people, who may be your competitors, to make use of your property?—Yes.

3720. On terms on which you have no voice?—That is so. We pay so much to put down a siding, and then another man puts down a colliery beside us, and he has no capital cost.

3721. Is this a common form of agreement?—The Department said it was in operation. I had not seen it before. This is the letter they wrote. (*Letter read.*) We protested, and I wrote to the Department on behalf of all the companies, and they acknowledged receipt of my letter. (*Acknowledgment read.*)

3722. Was this a new siding or an old one?—An old one.

3723. There was no agreement before of any sort?—Apparently not. The Railway Commissioners had put in the siding at the cost of the company. It is one of the oldest up there. Then subsequent to my letter stating we could not agree to it another letter was sent to the department. (*Letter read.*)

3724. That is how it stands?—Excepting I wrote in to the department and suggested they add the words, "In the case of emergency," and eliminate the words that they had the right to use our line as they thought fit. I have not had any reply to that yet.

3725. As to the working of the coal traffic generally down to the dyke, that proceeds with fair regularity?—Yes.

3726. Do you know of any cases where the ships have been held up?—I could get you a statement of those where it was due to railway action, due to the shortage of cranes.

3727. Shortage of accommodation on the wharf?—Shortage of crane accommodation. They have not sufficient cranes in my opinion.

3728. Are there not sufficient cranes for each berth?—Yes, but I think they require more berths and more cranes in order to expedite the traffic. As far as ships being delayed is concerned, I could get some information on that point, and statistics if desired. I mean only due to railway action.

3729. Do you ship at Sydney at all?—No. It is all Newcastle. We send coal to the local market, Sydney. We are in the zone rate as the Lithgow people are. We pay the same rates. It has been increased by 44 1-6 per cent. We thought it should have been by a flat rate.

3730. Would you prefer a flat rate?—Yes. You know where you are in doing that; it keeps the competitive balance equal.

3731. You would have had to have the flat rate pretty high to have got the money?—It depends on whether it was necessary to get so much money from the coal industry. Some one has to pay the increased cost, but I think the coal traffic is a very profitable one to the department. There is nothing easier to handle than the traffic from East Greta Junction to the dyke. There is a regular supply of coal which can be regulated from day to day to a few hundred tons.

3732. Of course, your coal rates are amongst the lowest class of classification?—They are for certain distances. For that distance, perhaps. For long distances they give a lower rate to primary products. The traffic there must be a very payable one from that point. They have not got to go and practically pick up trucks here and there. They get the whole train load at once. They send their loco up, the train is ready, and they take it away and take the empty trucks back again.

3733. Although it is a short distance the locomotives have to hand about a good deal doing no reproductive work?—They should not be. If they are running their job properly they will know exactly how many train loads each day they will have. They can regulate their locomotives to run accordingly.

3733A. You have a terminal at each end?—You will have your shunting locomotives.

3734. Which they have got?—Yes. I should think it would be more easily regulated than any other service, certainly more easily than any goods service.

3735. Sir SAM FAY: We will give our best consideration to it.



TWENTY-THIRD DAY.

WEDNESDAY, 3 SEPTEMBER, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

COMMISSIONERS:

Sir SAM FAY.

Sir VINCENT RAVEN.

WALTER MECHAN, Locomotive Running Superintendent, New South Wales Government Railways, sworn, examined, deposed:—

3736. To Sir VINCENT RAVEN: I am responsible to the Chief Mechanical Engineer for the maintenance of the locomotive power and the efficiency of the locomotive sheds, and also the water supply.

3737. Anything else?—Of course, the efficiency of the staff in the locomotive branch is also a matter I have the oversight of. I have the full control of engines out on the lines.

3738. So far as the repairs and supervision of them is concerned?—Yes. I have the efficient maintenance of the water supply to see to. If there is any trouble with the pumping plants or the failure of the supplies, I make arrangement for the haulage of water, &c.

3739. Does that mean the inspector for water supplies is under you?—He is under the Chief Mechanical Engineer, of course, but I confer with him in all those matters.

3740. Who is responsible for the water supplies—the inspector or you?—Of course, the inspector of water supplies has his share of responsibility to the Chief Mechanical Engineer, but the Chief Mechanical Engineer looks to me to have these things kept on a proper footing. It is rather a big branch, the Inspector of Water Supplies Branch.

3741. Does he report to you or the Chief Mechanical Engineer?—Where we have water difficulties, we generally have a conference, the Inspector of Water Supplies, the assistant Chief Mechanical Engineer, or the Chief Mechanical Engineer, and myself. As a general practice, I deal a good deal with the Inspector of Water Supplies, and then submit any final recommendations to the Chief Mechanical Engineer.

3742. Does that question of water supply have anything to do with dealing with the quality of water?—In regard to the quality of water, that is dealt with by another branch, the research branch.

3743. If there are any water softening plants or chemical arrangements when dealing with the water who puts those up?—The Inspector of Water Supplies. I thought you meant the chemical treatment of the water: that is the analysis, and so on. In regard to the treatment of water, you asked me does the Inspector of Water Supply deal with that. He does so far as looking after the mechanical appliances are concerned, but for the actual chemical treatment of the water that is directed by the chemist.

3744. You mean whatever plants or whatever system is adopted for dealing with the water that is not decided by the watering inspector?—No.

3745. That would be the Chief Mechanical Engineer?—Yes.

3746. I am talking about the man who sees these things which the Chief Mechanical Engineer decides are necessary?—The Inspector of Water Supplies deals with them.

3747. With regard to the repairs to the out stations, are they under you?—Yes.

3748. Do you go round yourself and satisfy yourself that they are being carried out properly?—Yes, I pay visits to the principal sheds.

3749. Do your duties extend all over the railways of New South Wales?—Yes.

3750. How often do you visit the sheds?—Goulburn I visit about once in two months, Junee a similar time,

Broadmeadow about the same, Werris Creek about the same, and then the smaller ones, it might be a period of, say, three or four months. It takes me away from the office each month for about six or seven days.

3751. Are you satisfied with the way in which the repairs are carried out there?—I usually go to the depots where the greatest difficulties are experienced. In a general way I am satisfied that the repairs are carried out efficiently; that is, consistent with the appliances we have at these depots.

3752. Do you realise that there are a large number of failures on the line?—Yes, we have a great number of engine failures.

3753. What do you attribute that to?—Principally due to steaming and tube trouble, hot running parts due to the heavy work on the grades, the curvature of the roads, and the condition of the water, which varies from time to time according to dry spells; mineral more or less finds its way into the water supplies.

3754. You deal with the water where it is bad?—The only place where we are dealing with it up till recently was on the north at Hamilton, that is, the old shed and Port Waratah; that was Hunter River water.

3755. The Chief Mechanical Engineer has already told us the question of the water has been carefully considered, and in many places it has been dealt with. If the water was having a serious effect upon the locomotives it would show itself in the boiler?—Yes.

3756. Are you aware that the age of your boilers are quite equal to the majority of railways?—I thought they were having a greater age in some of the American railways.

3757. If the age is good they cannot be injured very much by the water?—The Sydney water affects our boilers very seriously.

3758. If the age of the boiler is better than most railways it shows that the water is not having any serious effect on the boilers?—Our experience is that there are some waters which prime badly, but they do not attack the boiler plates by corrosion.

3759. We are dealing with boilers?—Yes, priming is a cause of failure.

3760. Priming may take place for many reasons?—Yes.

3761. If you get grease in the water you get priming?—Yes.

3762. There may be many reasons which ought to be avoided for losing time by priming?—In regard to the priming we know pretty well the condition of water in each depot and whether it is susceptible to boiler priming. If we get a case of a man claiming he loses time through priming where the general experience is we do not have losses through priming, then we deal with that man as a case of mismanagement. On the other hand we have at the present time a depot at Cowra—water contaminated by mineral springs. That gave us considerable trouble in boiler priming. We are combating that at the present time by using a compound in the water. That has alleviated that trouble. We know pretty well the individual water supply which gives us the trouble and we combat it the best way possible.

3763. It is priming you principally find fault with as far as the water is concerned?—Not altogether. We have other classes of water. For instance, at Bathurst a little while ago we had the water from the well there, which



*Witness*—W. Mechan, 3 September, 1924.

had a bad effect on the joints and a scaling effect. That gave us serious trouble through the tubes leaking making it necessary frequently to drive up and expand the tubes.

3764. Nearly all railway companies have difficulties with water, and they can be overcome by being properly treated. That has been considered?—Yes. There is a chemist now dealing with the matter.

3765. With regard to the heavy gradients, are not the loads on your engines made to allow for these heavy gradients?—Yes.

3766. If that is so, what has a heavy gradient got to do with it? The load is suitable for the engine which works over that gradient?—The engines, as a rule, on these heavy grades are extended to their full limit of power. The gradients in most cases are over rather severe curves. We find from our experience that the axle-box flange wear is very considerable. That necessitates a great deal of repair work in the sheds.

3767. Are not all your loads made with due consideration to the gradients and curves?—Yes.

3768. That being so, I do not see how these affect the engine?—It is my experience that the engine working over the heavy gradients and over the curves requires a greater amount of maintenance than the engine employed chiefly on level, and straight.

3769. Where have you had experience outside the New South Wales Railways?—Nowhere.

3770. You are speaking of your experience on the New South Wales railways?—Yes.

3771. Have you any details, any records, which show the difference of repairs on the parts of the line where there are not gradients or curves and on the part of the line where there are?—I have not the records of it, but I have the knowledge of it, on account of my being an inspector in the far western district, where the engines work over comparatively straight and easy roads as compared with the nearer western district over the mountain range.

3772. You have all these different parts of the railways in the State under your control?—Yes.

3773. Have you nothing except your own observation which would lead you to say that the engines in one part are more expensive than the engines in another part?—Yes, I have that.

3774. Can you give me any particulars which will bear out what you said?—I can give you the mileages performed by engines in the far western districts as compared with mileages performed on the mountain districts.

3775. What do you mean by mileages performed?—Between heavy workshop repairs. It is a matter that we have not got a very strict record of in regard to the actual mileages performed by engines working over these heavy grades for repairs, say, to axle-boxes. Engines stationed at Bathurst or Eskbank working over the grades necessitate wheel changes, say, every three months. That condition of affairs would not exist with a similar engine working in the Wellington district. The axle wear and the wheel flange wear would be a very small matter compared with the mileage performed by the engine.

3776. Can you give me any figures? This is an important matter. An expression of opinion of that kind does not carry me far. Can you back this up with any figures—costs of repairs, or something of that kind?—I will look it up.

3777. You do not have it brought before your notice regularly?—No.

3778. You do not watch the costs of repairs at different places?—No, other than just watching the amount of work which is being carried out.

3779. Do you not think it is necessary you should have some knowledge of the cost on different parts of the line, seeing that you attach so much importance to the heavy grades?—That is in the office.

3780. You are responsible?—Yes.

3781. I am talking about having these things brought to your own personal observation. Do you not think it ought to be done?—Yes.

3782. And you do not do it?—I do it in a way, but not to go into the actual detailed costs.

3783. What sort of figures have you given to you to enable you to see where your costs are heavy and where your costs are normal?—In that regard, I have not studied the matter to have detailed expenditure. I know by my own knowledge of the districts where the work is heavy and where a great amount of work is to be done.

3784. You do not get any records?—No.

3785. You have inspectors under you?—Steamshed inspectors and travelling inspectors.

3786. And divisional superintendents?—Yes.

3787. Do they make any reports to you regularly of the condition of the locomotives in their districts?—Yes, I have the reports from the steamshed inspectors.

3788. What sort of reports do they give you?—I have a return each month, showing me the mileage their engines have run, the anticipated mileage they expect to get from them before they return them to the workshops for heavy repairs.

3789. Is that all they give you?—I have reports I also receive concerning any defects of an engine which necessitates immediate workshop repairs, such as fractured frames.

3790. You do not very often get round to these different running sheds. Do your divisional superintendents send you in regularly a report of the general condition of their district?—Of the district generally, no, they do not.

3791. Do you not think that would be a useful thing to have?—Yes. Of course, I have, as I say, that return of the engine power. The divisional Loco. Superintendent sees that, and in addition to that he will report on any detail contained in that report to me.

3792. What I understood you to say was that the inspector sent you a statement of the mileage and a statement with regard to the necessary repairs?—Yes.

3793. That is all I understood you to say?—He sends that also to his superintendent. I might have omitted to say that. The superintendent will send that to me, with any report he considers necessary on it.

3794. You do not get any general report as to the condition of affairs in his division?—Not written reports, but we have a conference each month, and each of the superintendents sees me in regard to any special matter in the district or division.

3795. Do you find generally the condition of your engines is good?—Generally they are good.

3796. Have you a sufficient number to deal with the traffic generally?—At times they are pretty hard pressed for locomotive power. Passenger engines in particular we could do with more of. Goods engines at this particular time we have a little spare, but in the wheat season they are generally going to their full extent.

3797. Have you any idea of the percentage number of engines which you would expect to be under repairs and washing out and at work and in reserve for work?—That is in the districts, or counting those in the shops and all?

3798. The engines under your charges?—About 20 per cent.

3799. Twenty per cent. of what?—Of the engines running.

3800. What?—Under repairs and washing out.

3801. Twenty per cent. under repair and washing out?—Yes.

3802. We want to make them 100 per cent.?—The others would be working.

3803. Is that your answer, 80 per cent. working and 20 per cent. under repairs and washing out?—Do you include all the engines in the workshops? I am speaking only



of the engines under my charge. There are a number of engines in the workshops. They would be about 17 per cent.

3804. They would be under repairs?—Not under repairs in the division. They segregate those from the engines under my charge.

3805. You have all the engines under your charge?—All running engines.

3806. A certain number of them will be off for repairs in the workshops, or waiting to go to the workshops for repairs?—Yes.

3807. A certain number will be under light repairs or under heavy repairs, as the case may be, and the rest will be either washing out or they will be at work, or they will be in reserve ready to be sent out whenever they are required?—Yes.

3808. What I asked you was what percentage do you expect of the total number of your engines, that is, all of them that are under repairs, waiting to go into repairs, washing out, under steam, and in reserve waiting for work?—I should say about 65 per cent.

3809. You have nothing in your mind, I suppose, with regard to those figures?—Not accurate figures.

3810. You do not get any returns sent to you to see whether the figures which you consider ought to be the correct ones were being carried out over the line?—I have a return each day coming in, showing me the engines under A, B, and C. That includes heavy repairs, that is, indefinite repairs, C; the engines under B are under repairs for twenty-four hours; and under A under repairs for twelve hours and under.

3811. You have that opinion probably, but if you have not got in your mind what is the correct figure that there should be, how do you know whether they are good, bad, or indifferent?—I know when I see the repairs of that particular district and scrutinise them whether they have too many under C repairs or too many under B repairs. As to work on a general basis, I could not tell you that. It fluctuates a good deal.

3812. With regard to boiler pressure, do you reduce the pressure of your boilers?—Yes, we have boilers on low pressure.

3813. Below what they were originally pressed at?—Yes.

3814. Under what conditions is that done?—Due to weakness of boiler plates or age of the boiler.

3815. The boiler pressure is reduced?—Yes.

3816. Who reduces it?—The Chief Mechanical Engineer.

3817. He does not do it unless he gets some report?—The boiler inspector reports on the condition of the boiler.

3818. And the Chief Mechanical Engineer gives instructions the boiler pressure shall be reduced?—Yes.

3819. To what extent is it reduced?—10 lb., and sometimes 20 lb.

3820. When the boiler pressure is reduced 10 or 20 lb. have you instructions then to alter the load?—Yes.

3821. Is the boiler inspector under you?—Yes.

3822. Does he report to you, or does he report to the Chief Mechanical Engineer?—All reports go to the Chief Mechanical Engineer for decision.

3823. He reports over your head?—He reports through me.

3824. I asked you does he report to you or does he report to the Chief Mechanical Engineer?—The boiler inspectors are under my charge. His report is addressed to the Chief Mechanical Engineer. As a general practice the recommendation of the boiler inspectors is carried out by the Chief Mechanical Engineer.

3825. He addresses his report to the Chief Mechanical Engineer and puts it in an envelope and addresses the envelope to you?—No, it comes through my office, and then it goes to the Chief Mechanical Engineer.

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3826. How does it go through your office if it is not addressed to you?—They come through into the room in the usual way.

3827. You have a number of engines with very low wheels, 4 ft. 3 in.?—Yes.

3828. What speeds are those engines supposed to run; what maximum speed?—Thirty miles per hour.

3829. Do they ever run passenger trains?—Yes.

3830. Their average speed is 30 miles per hour?—No, their average speed is not 30 miles per hour.

3831. What is their average speed?—On passenger trains?

3832. Any trains?—The average speed on our goods trains is 11 miles per hour.

3833. With those engines?—Yes.

3834. And in no cases are they timed to go quicker?—No, 30 miles per hour is our time-table.

3835. You were talking about 11 miles per hour?—The average speed is 11 miles per hour.

3836. In no case would I be able to find the average speed was over 11 miles per hour?—In certain sections of the road you would find that.

3837. What is their average maximum speed over sections of the road?—The average maximum is about 24 or 25 miles per hour.

3838. It has been pointed out to me and instances shown where it is as much as 28 miles per hour. Would those instances be incorrect?—I would not say that, because I would need to go through all the time-tables to tell you that.

3839. Ought not you to know?—I fancy it would be a very short section. There might be an individual case where we touch 27 or 28 miles per hour.

3840. Average speed?—I do not think it is average.

3841. You do not know of any case?—Not of any particular case where we averaged that on a time-table.

3842. Would you say it is too high if it was correct?—It would all depend on the condition of the road. If it was an easy road I would not say so.

3843. You think if it is an easy road the engine can average 28 miles an hour with a 4 foot 3 inch wheel?—Yes.

3844. With regard to passenger trains—you say you sometimes work passenger trains?—Yes.

3845. What is the average maximum speed with regard to those?—The average speed of our passenger trains is about 21 miles an hour.

3846. You say the average maximum speed with passenger trains is 21 miles an hour?—The average maximum speed would be higher than that.

3847. I mean, which is the highest average speed which these engines would work when working passenger trains?—They are timed for working passenger trains not to exceed 30 miles an hour. Their average speed would be 26 or 27 miles per hour.

3848. Do you say there is a regulation they should never run more than 30 miles an hour?—Yes.

3849. Where is that regulation?—In the Load Book.

3850. I see a great number of your engines are limited to 30 miles an hour?—Yes.

3851. If it is true the average speed is 28 miles per hour they must have exceeded this 30 miles per hour?—Yes. There is an excessive speed up to 32 and 33 miles per hour. You cannot keep down on a maximum of 30.

3852. You do not expect them to keep to this maximum of 30?—We do, but we know there is an excess, perhaps up to 32 or 33 miles per hour.

3853. It certainly says here in the Load Book, "The maximum speed has to be 30 miles an hour." If it is true that you have timed a train to average 28 miles per hour it appears to me he would not be able to keep his time if he did not exceed 30 miles an hour?—That would be a short section, where he might get a little over it.



Witness—W. Mehan, 3 September, 1924.

3854. Have you ever had complaints from the men that these engines have to run at too high a speed?—We have had complaints that on the suburban roads, they have to run at too high a speed.

3855. On the suburban road only?—Yes.

3856. You have not had complaints anywhere else?—No.

3857. And you have not heard of any complaints?—Not where they have been asked to run at excessive speeds.

3858. They have never complained that the speed is too high for the passenger train?—On suburban road only.

3859. With regard to your oil supply, do you limit the drivers with regard to the amount of oil they should use?—Yes.

3860. Do you say, "That is all the oil you are going to have and you must make it do?"—We expect them to work to that basis as near as possible. If they use over it, small amounts, say  $\frac{1}{4}$  lb. or  $\frac{1}{2}$  lb., we do not tax them with that, but if they persistently use over it, then we tell them to economise.

3861. You are not really answering my question. Do you limit them to the amount of oil which they are allowed to take upon their engine, or do you allow them to take a quantity which they consider may be enough for them, and if they use more then you find fault? It is quite different to be allowed to take only so much and to be allowed to take as much as you think you want, and to be answerable for it if you exceed the amount which the officials think you ought to use?—May I explain it in this way. We issue them with oil which would perhaps do three times the trip they are going out on. We lay it down if they are running a certain section there is a certain amount of oil to be allowed for it. When the oil is given to them it is weighed out, and when they come in it is weighed again. If they exceed the quantity, say, a  $\frac{1}{4}$  to  $\frac{1}{2}$  lb., we do not take it up with a man who exceeds it on one occasion, but we do if he persists in it.

3862. I want to know whether the man has with him on the engine more oil than you think that he need use—has he got a sufficient reserve supply?—He has, in all cases.

3863. So far as he is concerned, if it is necessary on his engine he has got a supply of oil?—Yes, and we expect him to have it, too.

3864. You do not stop him from having it?—No, we expect him to have it.

3865. There is a certain amount of oil which you consider he ought to use, and if he exceeds that you take it up with him?—Yes, if he persists in it.

3866. Do you make any difference with regard to the weather, whether the weather is extremely hot or cold?—No, we alter the oils for summer and winter use.

3867. He may go over a district where it is very cold, and get into another district where it is comparatively warm?—Yes, we make no allowance there. There are exceptions.

3868. You would expect him to use more oil in the hot weather than in the cold weather?—No, we do not.

3869. You make no variation?—No.

3870. I thought you made a difference in summer and winter?—I said exceptions. The exceptions would be where he would be out on the road at Condobolin and Trida, where there is a great amount of dust and dirt. That would be an exception.

3871. You do not think the heat has any effect on oil?—It has. We change our oil.

3872. What particular months do you change it?—September and October and then again in March.

3873. Do you not find there is a difference in one part of the line and another?—Yes.

3874. Do you change it all over at the same time?—Pretty well, yes.

3875. Has the blast pipe top been reduced when the engine had been superheated?—Yes. We had to reduce our nozzles a little—a quarter of an inch reduction.

3876. Do you ever find that the driver has put a jimmy in?—Yes.

3877. Do you stop that?—Sometimes; not always.

3878. Do you think it is necessary?—If an engine is steaming badly, a jimmy is a useful adjunct in getting the engine along.

3879. You are very particular about your oil;—are you equally particular about your coal?—We cannot measure coal the same as we can oil.

3880. How do you watch your coal consumption?—We watch it by the performance of the engine. If it is giving any particular reason for using coal we follow it with the engine first and then the man. If the engine has a defect we remedy that.

3881. How do you know if the engine is using an excessive amount of coal?—From the fact that we have sometimes to replenish the bunker of a through train. An engine running from Sydney to Junee with an express train takes a full quantity of coal here, about 8 tons to get through. Sometimes it is necessary to get coal at Harden, about 1 ton. In that case we expect that the engine should get through without it. We have a look at the engine. Sometimes we find that the valves are a bit hollow. If we find nothing wrong with the engine we tackle the man using it. That is the only method we have.

3882. Do you have many of those cases?—No. We have cases frequently of goods engines being heavy on coal and water. The fireman soon lets us know or the driver whether it is using too much.

3883. How do you know if the driver is using too much?—He lets you know.

3884. He will not let you know if it is his fault; how do you know if he is using too much; do you realise your coal consumption is extraordinarily heavy?—It is heavy, but I do not think it is heavy for the work we do.

3885. As long as you feel that way it will not be reduced?—I do not suppose it will.

3886. It is extraordinarily heavy; what means have you—outside the fact that an engine has taken coal where it is not usually taken—outside that, how do you know the amount of coal which is used on any particular engine or parts of engine?—We have the return of the coal consumption each month.

3887. On the engine?—On the whole of the depots.

3888. Yes, but I am talking about the engines?—No, we have no returns of the individual engine.

3889. You say you have a return of the depots?—Yes.

3890. Supposing you find a depot is increasing in the quantity of coal, do you take that up at all?—Yes.

3891. Can you show me any places in which it has been taken up?—Yes.

3892. I would like to see those; I would like to see the returns which you get showing the amount of coal used at the different depots, and I would like to see the cases where do you think the coal has been excessively used and what has been done with regard to taking the matter up. I want you to let me have that?—I might explain it here. With regard to taking up the quantities used it is done by checking over the coal which has been issued at the depots with the stock which remain. It is really a question of balancing your coal issues. We have no particular means of weighing coal on. It is done to a certain extent by guess work. You put it on the tender and the approximate amount is booked. At the end of the month if that was charged up to the engine they may show heavy or light. We have to adjust that with the stocks.

3893. You told me you got certain returns in which you judged whether the district was high or not, and I want to see those returns and the way you make it up?—I would like you to understand me. I do not mean we take it up with the district for using coal on the engine. We take it up in this way: there is a heavy consumption of coal in that district.

3894. Let me see how you take it up?—Very well.



Witnesses—W. Mehan, F. J. Williams, and D. Mulheron, 3 September, 1924.

3895. I know you have no means of weighing the coal on the engines or how much the engines use?—That is what I want understood.

3896. You have told me a certain thing, and I want to see what the result is?—Very well.

3897. I suppose the fuelman who puts the coal on the engine does not estimate the amount of coal which he puts on the engine?—He estimates it, but not correctly.

3898. Does he estimate it at all?—Yes.

3899. Does he make a return out?—He gives the information in to the chargeman each day.

3900. To each engine?—Yes.

3901. How much he thinks he has put on to each engine?—Yes.

3902. Where does that go to?—To the storeman who keeps a record of it. That then, of course, is compiled for the month's statement of coal used.

3903. By that means you can tell how much an engine uses?—Yes, just approximately, but as I say at the end of the month we have to make adjustments of our stock. We may find ourselves a long way out. We cannot get at an accurate figure for the basis of working. After making those adjustments we make our adjustments on the average consumption.

3904. Supposing you find you have not got as much coal left as you expect to have; what means do you take to discover where the deficiency is?—By checking the coal supplies in hand.

3905. Supposing you find you have not got as much coal as you expected to have?—At the depot?

3906. Well?—We check that over and make adjustments of the return.

3907. You adjust the return to suit the amount of coal which is there?—Yes.

3908. In that case you need not take the quantity used at all if you adjust it at the end?—Well, an adjustment at the end would amount to the same thing.

3909. I take it as far as you are concerned you are satisfied you could not use less coal?—In a general way I am satisfied we are doing as well as can be expected. We have to use heavy quantities of coal on our grades. Taking all the engines as we have them we very soon find the engine which is chewing it up. They have to be in good condition to haul the loads over the grades.

3910. Sir SAM FAY: Do you have anything to do with the time-tables?—No.

3911. Are you consulted by the passenger superintendent?—No. My assistant does all that.

3912. Your assistant deals with the traffic manager?—Yes.

3913. They are fixed in conjunction with your assistant?—Yes.

3914. You control the drivers?—Yes, they are under me.

3915. Under the districts and the districts are under you?—Yes.

3916. The rates of pay are fixed, but the pay-sheets and all that sort of thing, do they come through you?—No.

FREDERICK JOSEPH WILLIAMS, Senior Out-door Assistant to the Chief Traffic Manager, sworn, and examined:—

3917. (To Sir Sam Fay): I am out-door assistant to the Chief Traffic Manager, and I am the senior of the three out-door assistants.

3918. What do your duties consist of?—Supervision of the southern line, comprising portion of the metropolitan district, Goulburn district, Junee district, and portion of Parkes district—that is portion of the metropolitan and the whole of the southern line and branches.

3919. Supervision of train running?—Supervision of all traffic working in those districts.

3920. What is the relationship between you and the District Superintendents?—I am practically controlling officer over the superintendents. I see the working is linked up between the districts. The proper tables provided for passenger train and goods train services and a proper co-ordination exists between the district traffic officers and the district locomotive officers in the use of engine power and more especially in regard to the border arrangements between each district.

3921. The District Superintendents are really under You?—Yes, in a way. The District Superintendent controls his own district, but I see the district is properly controlled.

3922. You are his supervisor?—Yes. I deal directly with the Chief Traffic Manager. I am continually travelling through the southern line and branches and I meet the Chief Traffic Manager each Monday or more frequently if necessary to keep him conversant with the conditions throughout the different districts both in regard to departmental requirements and public requirements. It is my duty also to see that proper accommodation is provided on all passenger trains and stock kept clean and in proper condition.

3923. You see the Superintendents do the duty they are paid for?—Yes. I also deal with works matters, and any recommendations submitted by the District Superintendent for additional facilities or improvements.

3924. Do you deal with Darling Harbour in any way?—No. That is under the direction of the Goods Superintendent. I do not touch that unless it is something special. I have had occasion to do that, but not recently. In the country I make special inquiries in some cases for the Commissioners or the Chief Traffic Manager.

3925. You deal with goods traffic as well?—It is my duty to see proper services are provided for the transport of the goods traffic.

3926. Do you deal with the commercial side at all?—Yes, but not with the rates portion of the business which is dealt with by the Goods Department.

3928. Do you deal with the Signal Engineer?—In some cases, yes, where necessary.

3929. The District Superintendents report to you or to Mr. Hodgson?—To Mr. Hodgson.

3930. Are their reports sent through you?—No, direct. My position is really to assist the superintendents and see they control their districts properly and that the working generally is properly linked up between the districts.

DENIS MULHERON, Out-door Assistant to the Chief Traffic Manager, Northern Division, sworn, and examined:—

3931. Sir SAM FAY: What do your duties consist of?—Firstly, to co-ordinate the work between the several districts in my division, which embraces the main northern line; that is, when the District Superintendents get at variance with each other. I have to keep my eye open throughout the whole of the system for any breaches of safe-working regulation to see that the traffic from the various depots is shifted in order of precedence. All important work matters the Chief Traffic Manager has to deal with from time to time are given to me to take to the various places and go into the work on the spot.

3932. The northern district is from where?—From North Strathfield to all the terminals in the north—Wallengarra, Murwillumbah, and Walgett, and the other different branches. I have also to review the staff periodically to see when the work varies the staff are not left too long at the one place, and to shift them to other points which may require them, and to remove them altogether in cases of necessity, and in a general way to keep in touch with departmental clients so that if there are complaints or grievances to ventilate they give them to me.



*Witnesses*—D. Mulheron, and E. O. Milne, 3 September, 1924.

3933. In fact, you are over the District Superintendents?—Yes.

3934. They do not report to you?—No, they report direct to Mr. Hodgson.

3935. Do you have anything to do with the making of the time-tables?—Yes. I have the oversight of the time-tables. All the proposals for the time-tables before they are given to Mr. Hodgson are submitted to me—that is in my division—as to whether I concur in the proposed alterations.

3936. The original proposals come from the District Superintendents?—Yes. Sometimes the proposal from one District Superintendent will not co-ordinate with the arrangements of another district, and I straighten that out. In addition there are a number of instances where travelling throughout the lines I get such a knowledge of the business in the various districts that I make proposals and alterations myself and have the time-tables altered. For instance, on the North Coast line we have altered the goods train. On the Main Northern line the through goods train from Darling Harbour to the border was on an unsatisfactory table and we altered that.

3937. Does that apply to passenger as well as goods?—Not generally so far as passenger train alterations are concerned. Recently in the Newcastle district the workers resident in Maitland made representations to the Commissioners by petition to have certain trains put on. The District Superintendent did not consider it was necessary to have these trains, and he said further he did not have enough rolling-stock to enable him to satisfactorily carry out the alterations, particularly referring to Saturday working. I went into that matter and found he could do it comfortably. In cases like that the alterations are carried out immediately. I am also deputed by the Chief Traffic Manager to represent him in large inquiries in connection with water supplies and other matters where there are other departments concerned.

3938. Water supplies for locomotives?—Yes

EDMUND OSBORN MILNE, D.S.O., Out-door Assistant to the Chief Traffic Manager, Western Division, sworn, examined, deposed:—

3939. Sir SAM FAY: Your office is in Sydney or the Division?—I am attached to the Chief Traffic Manager's office here.

3940. What are your duties?—Broadly speaking, they are those of liaison officer between the Chief Traffic Manager and the District Superintendents and the public in the country. I also co-ordinate between district traffic officers and the country officers of other branches. I pay special attention to all matters concerning the spending of money. That means, practically works matters.

3941. There are monthly meetings, are there not, in Sydney between the district superintendents and the Traffic Manager?—Yes. I attend those meetings. I also attend Mr. Hodgson's conferences each Monday morning with his assistants.

3942. District Superintendents do not report to you, they report direct to Mr. Hodgson?—Yes. I am in touch with them personally each week on the spot. I travel through their districts and check the operations going on with a view to seeing the best is being done. If I find it is not I take it up at once. If it is beyond me I refer it to Mr. Hodgson on the following Monday meeting. Generally my duties are those of applying the personal

touch throughout the country districts and acquainting the Chief Traffic Manager each week of the condition of affairs.

3943. Do you deal with time-tables at all?—I have a great deal to do with that. Largely the time-tables on the west were compiled under my instructions. Shortly after I went on the road, fourteen months ago, we adopted the fast stock train, which was a new thing. In doing that it was necessary to entirely revise the existing time-tables at that time.

3944. You mean the running of fast stock trains?—Yes. There are frequently cases where it is necessary to co-ordinate the time-table between districts, a pick-up train, for instance. I have in mind a pick-up train from Bathurst down as far as Blayney, which is there split into two, one part going to Cowra and the other half continuing on to Orange. The arrangement devised by the District Superintendent at Eskbank did not suit the Orange district in connection with the landing time, and it was necessary for me to negotiate between the two districts, and finally give a direction which settled the matter.

3945. Is there a time-table office at Sydney?—Yes.

3946. A regular time-table clerk and staff?—Yes.

3947. Who are they under?—Under the Superintendent of Passenger Transportation.

3948. That is the passenger trains only?—For all trains.

3949. It co-ordinates the goods as well?—Yes.

3950. The Chief Clerk, for the making of all time-tables, and his staff, how many has he got?—Probably fifteen.

3951. He is responsible for the actual running time?—Yes, under the Loco. branch, who would give him the times.

3952. It really amounts to this—you supervise the District Superintendents?—I do.

3953. Do you think it necessary?—Yes, from my experience during the last fourteen months in this position and my previous service as a District Superintendent. I came to realise how valuable the outdoor assistant could be to the District Superintendents.

3954. He relieves them from some responsibilities. Do you mean they cannot agree on a certain course of action where traffic goes from one District Superintendent's district to another? Is that what makes it necessary for someone to co-ordinate it?—That is only a minor degree. There is no disagreement at all, generally. At times the best is not done. They are acting quite honestly, and yet not doing the best.

3955. They are not competent then?—A subordinate officer is not fully in touch with the Commissioner's policy.

3956. They are up here every month?—Nine of them. There is a great deal to be done on the one day in the month. On that day I would say we co-ordinate again. The Chief Traffic Manager is made personally aware by them how things are in their district. He advises them and points out their errors. I would not say that is the inevitable result of centralisation in Sydney.

3957. Supposing you had decentralisation, and you had divisional management from an operating point of view, you would not suggest then there should be someone over the District Superintendents, apart from the Superintendent?—Probably in that case it would not be necessary, because there would be in the country a man of high position qualified to meet the public and decide matters from the viewpoint of the management.

[At this stage the further hearing of the Commission was adjourned until Friday, 5th September, 1924.]



TWENTY-FOURTH DAY.

FRIDAY, 5 SEPTEMBER, 1924.

(Held at Chief Secretary's Building, Macquarie-street, Sydney.)

COMMISSIONERS :

Sir SAM FAY.

Sir VINCENT RAVEN.

EDWARD JOHNSON SIEVERS, Valuer-General, sworn, examined, deposed :—

3958. Sir SAM FAY: We have had some evidence on the question whether or not some scheme could not be devised of putting a charge on the lands which are benefited by the construction of a railway. We thought from the result of our experience in other places it would be a desirable thing to do, if it could be arranged. I gather from your memorandum, you do not think it is practicable to make it compulsory?—I have prepared a memorandum for you in that respect. I need not repeat what I have said in that. It may be taken as my evidence.

A. *Betterment Tax on Areas served by Railways.*—This is no new suggestion. From time to time over the past forty years schemes have been promulgated to give effect to the idea, but while there may be valid argument for the principle, the attendant difficulties and anomalies that have presented themselves on investigation of the details have proved the impracticability of adopting the proposals.

All lands resumed for railway extensions are acquired under the Public Works Act, which provides that compensation is only payable where the increment in value to the balance of the holding due to the construction of the line does not exceed the value of the land taken, and damage occasioned.

Parliament on several occasions has sought to impose a betterment tax on all land served by the railway extension and enhanced in value thereby, notably in cases of—

Gundagai to Tumut.  
Temora to Barellan,  
Bogan Gate to Bulbodney,  
The Rock to Green's Gully.  
Byrock to Brewarrina.  
Grafton to Casino.  
Koorawatha to Grenfell.

And I append a synopsis of the various schemes proposed to give effect to the principle.

Resultant from the failure to satisfactorily give effect to these enactments, a Cabinet committee was appointed in 1904 to investigate and report upon the whole position and the attempts to impose the tax set out in the various Acts, with the result that they found after exhaustive inquiry—

1. That insuperable difficulties exist both in imposing and collecting the taxes hereinbefore dealt with.
2. That the Acts (with the exception of Grafton to Casino, but which should not be taken as a fair example to follow) are unworkable; and—
3. That, with a view to ensuring uniformity and certainty both in amount of taxation levied, and in the mode of collecting it, a comprehensive measure is necessary superseding those under consideration, legislating afresh on the subject of betterment for the lines referred to, and laying down a scheme for dealing with any future similar taxes that may be decided upon.
4. A draft of the Bill should be submitted to all the departments concerned before being introduced.
5. We are also unanimously of opinion that before any Bill is introduced into Parliament imposing statutory duties on a Government Department, the head of that Department should be consulted, and his views obtained as to the workableness of the proposed provisions.

This report was carefully reviewed by the Colonial Treasurer of the day, who minuted the papers—

The Colonial Treasurer considers the principle of a betterment tax in conjunction with railways so unsound that he will not introduce a Bill to deal with it. The construction of lines of railway undoubtedly increases the values of lands in their vicinity, but the reassessment for taxation purposes of the lands served by the lines appears to be the only practical way of securing, for the purposes of

government, a share of this increment. As the Land Tax has passed to the shires, it is true that the Central Government would derive no direct advantage from such reassessment; but the revenues of the shires would benefit thereby, and their funds are expended for public purposes.

As the officer principally concerned in the operations of this proposed tax, after going into some hundreds of cases, I came to a definite conclusion that the only legitimate and equitable basis for raising specific revenue from land appreciated by railway extension was by the increased valuation of the land as reflected in market transactions and the imposition of rates accordingly. If the extension has raised the value from £2 to £3 per acre, presumably taxes will be levied upon the increased value, but the attempt to academically fix the enhancement at so much per acre within certain zones is quite unsound.

I could amplify this by reasons, but assume my conclusions are all that are requisite.

Apart from the anomalies and difficulties arising, I personally question whether the equitable limits of benefit can be confined to the immediate district through which the "feeder" line passes. Can it not be contended that any trunk line, *per se*, would be an unpayable proposition unless fed by branches—and, therefore, do not the people along the "feeder" lines already contribute to the main line in the shape of general taxation? In any case, so far as my considered opinion goes, it is impracticable to devise an equitable betterment scheme for zone taxation on land served by branch lines.

B. *Should the Government contribute to the Railway revenue directly to relieve the expenditure on unpayable branch lines?*—I see no reason for this. It may be true that Parliament constructs a line, in direct opposition to the views of the Commissioners as to its desirability or profit-earning capacity; but since Parliament has also given the Commissioners a practical monopoly, I think they must take the good with the bad; and, while it may be proper the aim and object of the Commissioners to make the railways pay, does not railway construction add to the revenue in many ways other than through the sale of passenger tickets, and collection of freight on goods? The Income Tax Commissioner, the Land Tax Collector, the Excise Officer, each has his receipts swelled through railway facilities, and while every commissioner in charge of public utility—such as the Railway Commission, Harbour Trust, Board of Water Supply—is bound to keep in mind the financial result of the expenditure in return of interest upon outlay, surely the principal viewpoint should be a combination of efficiency and economy, with a due regard for prospective requirements. No department is entitled to look only at the parochial aspect—sprats must be cast to catch mackerel—and while it may be true that posterity has done nothing for us, it is our bounden duty to provide for posterity—and therefore in the "*magnum opus*" of opening up a new country a deal of exploiting must be done, and perhaps a debit created to be redeemed by posterity. This may mean reduced dividends for the moment, but I distinguish between the State, as an enterprise, and a private individual. The latter may say "I am, to an extent, bound almost by the immediate present;" but not so the State as an owner. Its outlook must be bolder.

In this respect I think it is, to an extent, immaterial whether the municipal bodies get the benefit from increased values, or the Federal Treasurer from increased customs. The people, Australia as a whole, will benefit by wise railway expansion, and this benefit should be realised by Parliament.



Witness—E. J. Sievers, 5 September, 1924.

and the public in criticising the financial result of State railway administration—but it does not necessarily suggest direct contribution to the Commissioners for the running of admittedly, *per se* non-paying branches.

Railways.	Rate of Tax.
Gundagai to Tumut (Act 64, Vic. No. 43).	(a) 1d. in £ on the unimproved value of land within 10 miles of line; and (b) $\frac{1}{2}$ d. in £ on unimproved value of land beyond 10 miles and within 15 miles; and (c) $\frac{1}{4}$ d. in £ on unimproved value of land beyond 15 and within 20 miles of line. And for every year thereafter, and until the Railway Commissioners certify that the receipts for the line during the next preceding year are sufficient to meet the working expenses and interest, at the rate of 3 per centum per annum, on the cost of construction of the line the said Commissioners shall impose and collect a tax in respect of the said land, at a rate not exceeding that hereinbefore set out so that the net proceeds of such tax, together with the receipts of the line during the then next preceding year, will amount to, but not exceeding by more than 10 per centum, the working expenses of that year and interest as aforesaid on the cost of construction of the line.
Temora to Barellan (Act 2, Ed. VII, No. 89).	The rate of tax is similar to that provided in connection with the Gundagai to Tumut railway.
Bogan Gate to Bulbodney (Act 2, Ed. VII, No. 88).	(a) $1\frac{1}{2}$ d. in £ on the unimproved value of land within 5 miles of the line; and (b) 1d. in £ on unimproved value of land beyond 5 and within 10 miles of the line; and (c) $\frac{1}{2}$ d. in £ on unimproved value of land beyond 10 and within 20 miles of the line. And for every year thereafter, and until the Commissioners certify that the receipts for the line during the next preceding year are sufficient to meet the working expenses and interest, at the rate of 3 per centum per annum, on the cost of construction of the line, the said Commissioners shall impose and collect a tax in respect of the said land, at a rate not exceeding that hereinbefore set out, so that the net proceeds of such tax together with the receipts of the line during the then next preceding year, will amount to but not exceed by more than 10 per centum, the working expenses of that year and interest as aforesaid on the cost of the construction of the line.
Grafton to Casino (Act 64, Vic. No. 82).	Revenue from Crown Lands within the district to be transferred to the Railway Commissioners up to such time as the receipts from the railway equal or exceed the working expenses, together with the amount of interest payable on cost of construction.
Byrock to Brewarrina (Act 62, Vic. No. 42).	$\frac{1}{4}$ d. per acre for Crown lands within district to be proclaimed, up to such time as the receipts from the railway equal or exceed the working expenses, together with the amount of interest payable on cost of construction.
Koorawatha to Grenfell (Act 62, Vic., No. 41).	Every owner of land and every lessee from the Crown of lands within the district declared by proclamation to have been served by the said work shall—in the year in which the line is completed and opened for traffic, and in every succeeding year up to and including the year in which the amount of the receipts from the said line of railway equals or exceeds the amount of the working expenses, together with the amount of the interest payable on the cost of construction, but no longer—pay, in addition to any sum which he is liable under any Act relating to Crown lands to pay as rent for such land, 1d. per acre within a distance of 5 miles on each side, $\frac{1}{2}$ d. per acre within a distance of 10 miles, and $\frac{1}{4}$ d. per acre within a radius of 15 miles.

Railways.	Rate of Tax.
The Rock to Green's Gunyah (Act 64, Vic. No. 13), (Act 62 Vic. No. 40).	The provisions are the same as those in connection with the Koorawatha to Grenfell railway, with the exception that the land for a distance of 5 miles from the Rock Station on the main Junee-Albury line was especially excluded.

My reason for coming to those conclusions are the difficulties in determining the basis. The zone system I refer to there has been suggested on several occasions. The main difficulty I have found in the zone system is that frequently properties geographically situated within 10 miles of the railway can quite as easily approach railway stations as property within 5 miles. Again, it is admitted property appreciates according to the proximity of the jumping off place on the railway line; that is to say, the station which it is served by. A basis is taken on so much per acre, the first 5 miles so much per acre, the next—10 miles, say, up to 15 miles—so much per acre, which is generally considered the limit for the satisfactory carting of wheat. The difference between 5 miles and 6 miles is very slight. The suggestion has been generally formulated, supposing one took a 15 per cent. benefit within 5 miles, a 10 per cent. benefit within 10 miles, and a 5 per cent. benefit within 15 miles. You must draw the line somewhere, say, 5, 10 or 15.

3959. Sir VINCENT RAVEN: I would not make any difference between 5 and 6. I would make them the same up to 10?—There is a great deal of difference of value in increment to a property 15 miles from the railway, and 5 miles from the railway.

3960. I am talking about everything within 10 miles' radius ought to be the same?—Within 10 miles experience has shown in the matter of carting it is considerably greater than 5 miles. The difference between 5 miles and 3 miles is practically nil because the main cost in that case is the loading and unloading.

3961. Sir SAM FAY: The real question is whether it is practicable to apply any system. You think it is not?—I have never been able to devise a scheme, nor have a great many people I have consulted been able to devise a scheme which would work equitably. We have tried it on six or seven occasions, and it has never been put into force because we found it worked absolutely inequitably, and we were not able as experts to design an equitable basis for the collection of a betterment tax.

3962. Supposing a basis could be arrived at do you believe that this is a reasonable way of dealing with new lines by making people whose land is advantaged by that line pay for it?—No. Personally I do not believe in a direct charge in a district for the construction of a new railway, for the reason I think the owners of the property are made to pay by State and municipal taxes for the increments on their property given by the extension of the railway. It is difficult to determine who should be deemed as being benefited by the railway. In my view the importer this end has his business improved by being able to deliver his goods along these feeder railways. It is only a question of degree as to how far he benefits as opposed to the land owner. I think that the only reasonable charge you could make throughout a district for the improved railway connection is the general charge, the taxation of his income from his land if it increases in value. He at present pays a tax on his land. If the railway increases the value of that land he pays an increased tax on it. It is not equitable to charge a fixed betterment rate due to railway construction. I would point out our experience of the betterment principle worked very inequitably in the city, the only occasion on which it was attempted some twenty years ago. Then the main approaches to the Post Office between George-street and Castlereagh-street fronted to a 20 feet or 30 feet roadway. As the result of the fire the Government conceived



the idea of broadening Moore-street and Martin-place to 100 feet wide, imposing a tax upon all the surrounding properties that were presumed to have been bettered by the construction of the new thoroughfare, not only those properties fronting the thoroughfare, but those on adjacent streets which abutted on that thoroughfare. The resumption came at a time when there was a land boom in Sydney, and within ten years it was found, owing to the fall in the property market, the betterment tax alone—that is the increment tax on the land capitalised, and it ran for a period I think of 100 years—exceeded in some cases the total value of the property when valued ten years later. The same thing might occur—I do not say the same possibility is there—in the country. If you value property at any particular period you have no proof that the value is going to be maintained. The case which I have just mentioned has stopped any imposition of betterment tax again so far as city property is concerned.

3963. Sir VINCENT RAVEN: Do you think that is a parallel case?—I do not say the same position can arise.

3964. Sir SAM FAY: Your objection is to a betterment tax on any account?—I would like the Commission to understand that I think anybody ought to pay for special benefit conferred upon them, if there is a gain in proportion to their benefits. I say it ought to be got through the ordinary method of taxation, and not by a direct one. That is my personal view.

3965. We had evidence given here of an instance where a branch line was made and the working of that line entailed a loss of £8,000 a year. The increase to the State by improved rents of State lands due thereby came to £13,000. The railways lost £8,000, and the State gained through increased values, £13,000?—Clearly you cannot impose a further tax on the man if he has already contributed a further £13,000 either directly or indirectly as a result of the railway.

3966. This is State land?—I can see it is possible in some of your Western Division land. I cannot see why you should differentiate between the Railway Department and the Lands Department. It is a wrong view to take to say that because one particular department gets some advantage as the result of the expenditure of another department, the department deriving the advantage if not connected with the method of expenditure should necessarily contribute towards it.

3967. You are expecting the railway people to find 5 per cent. interest on the cost of constructing these branch lines which in some cases they would not approve of. These lines are forced upon them. The State in this particular case gets an advantage of £13,000 a year, and the railway lost £8,000 a year on the working of the line. Should there not be some adjustment so that the railways may show they can make a very good return under reasonable conditions?—So long as the total results are the same, does it matter whether the return is made by the Lands Department or the Railway Department? I can quite understand that the Railway Commissioners' view is to make their department a paying concern. I realise how disheartening it must be to any Board of Commissioners to be forced to annually present a balance-sheet reduced in dividend or interest-bearing capacity due to forced expenditure on what might be termed pioneering work, and for the general weal, and too, such a position affords the temptation to follow a cheese-paring policy in directions which under other conditions prudence would not dictate. If weight is given to this aspect, which is outside the purely academic view, it may be that the policy of contributing directly to the relief of non-paying branches is not without justification.

3968. It has to pay interest on money borrowed?—That should be their object. If they are forced and have no say where they will build the railways, and how they should be constructed, all their job is the mechanical work of building the railways. If a railway does not pay it cannot be charged as bad business against them.

3868A. The result of not being able to find interest on the money invested would mean the Railway Commissioner would find himself out of his job?—I go this far that I can quite see a person contributing the whole cost of a railway if his territory is sufficiently large. Anthony Hordern built a considerable line of railways in Western Australia subject to his getting a grant of so many acres on either side of his land. I do not see that you can impose an equitable rate on a district and force a man to contribute directly by a tax because you tell him the railway is built for his good whether he wants it or not. In some cases they are not able to take advantage of the increment. On this broad ground as to whether a department like the Lands Department having a large area which they open up to contribute to a railway extension if they are going to get the benefit, I consider it a most reasonable thing to do. They should contribute the original cost.

3969. You know the principle in Victoria of the State as such relieving the Railway Commissioners of a certain proportion of the losses upon new lines?—I am not a railway man at all. I view this from a commercial outside point of view, from what I look upon as the business aspect. I do not believe that a direct betterment impost is desirable, but I do think that every landholder benefiting by a railway should be made to contribute in proportion to his benefit. That should be attained in another way rather than by a direct betterment tax.

3970. That is to say the State should increase its taxation on his land as such?—Yes, and on his income if he owns the land and does not sell it, if it enables him to get a bigger return from his crops.

3971. I assume he pays more now?—Is not that all you can ask him to do?

3972. Assuming your theory is correct, the increased taxation, income tax or land tax goes to the State?—Yes.

3973. A department of State like the Railway Department is losing money on the railway. Should not some portion of that go to the Commissioners to make up that loss?—Is not that a book-keeping aspect, a question of policy?

3974. You quite follow the serious position in which the Commissioners may be put. I do not suggest it is so because they have a great many well-paying lines. These lines are being extended out into the west where traffic is likely to be very light for a number of years. How are they to adjust their accounts, and make a decent return if they are ordered to make railways which cannot pay?—They should not be expected to make returns from them. I say that if it were possible, if my view is correct, they ought not to get a direct contribution, the accounts ought to be separately kept. I think it manifestly unfair they should be judged on the net return of their business when they are forced as a matter of public policy to exploit certain country which is for the general benefit, and not directly for their own.

3975. The thing goes further than that. If you have a business like a large railway system worked as a whole, and a very large proportion of it is non-paying, and at the same time those responsible for the management are expected to pay interest on the whole their only means of doing that may be a starvation of the whole of the system. Human nature being what it is the Railway Commissioners would look after themselves. If they have a lot of non-paying property, and they cannot meet the interest upon it, the tendency would be to starve something in order to make ends meet?—I will explain why I expressed that view. If I were a merchant and I were conducting three classes of business, a shipping agency, machinery agency, and a wool brokering agency, and I found for the benefit of my clients who used the three branches it was desirable to conduct the three classes of business, and I found the machinery agency which was to supply them with shears, pumps, etc., did not pay, striking my balance-sheet at the end of the year for the different departments of my business I would not debit the shipping business against any profit



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it might have made, and credit the machinery department. In my general balance-sheet I would say my net profits were so and so, after deducting the losses that I had made on the machinery department. I look at the State as a whole, and look upon the Commissioners as a machinery department for the purpose of my illustration.

3976. Sir SAM FAY: If you can educate the public and the politicians to your point of view, I do not suppose the Commissioners will complain.

3977. In their book-keeping they show what they lose on these railways. It unfortunately affects the general balance-sheet?—I look upon all these Government departments as really one. We are too much in the habit of segregating one from the other, and running separate concerns, and charging one another for work done. In the long run it is perfectly immaterial whether the Lands Department made a profit, or the Valuer-General's Department made a profit, so long as the State as a whole is able to balance its accounts.

3978. Sir VINCENT RAVEN: You do not agree with what they are proposing to do in connection with the Water Board?—They are proposing to put the Water Board under a commission, allowing them to raise their own moneys, spend their own moneys, and not be responsible to Parliament. I think that is a good policy allowing the Commissioners to spend their own money in their own way. The reason for that is it is thought they will get a more economical and a more satisfactory service by so doing. I do not think it is a question of finance.

3979. Do not you think it is applicable to the railways?—I would do the same with the railways. To an extent they are in that same position now.

3980. Sir SAM FAY: A very limited extent?—I am with you there. I cannot see my way to take the view that you should necessarily say to the Treasurer you must provide in respect of certain works a specific contribution because that very line is not paying. Suppose you put the Railway Commissioners in the same position as it is proposed to put the Water Board. You would not be able to do what you are suggesting now, because they raise their own funds. There is no contribution outside the total amount allocated them.

3981. If you had that state of affairs, you would have Parliament saying to the Commissioners "Raise £5,000,000 to build new lines which the Commissioners do not approve of"?—If you put the railways under a commission their lines would presumably be constructed purely from the business and financial aspect, and not necessarily for the eventual benefit of the State as a whole. Are there not two views in connection with railway construction. One is the financial aspect and the other the general benefit to the country, the exploiting of new country. Matters are different here to what they are in settled countries. We have here to do a lot of pioneering work which does not pay for many years.

3982. Just the same as in other new countries where the railways belong to companies. They go out into the wilds and wait five or ten years for their returns?—Then the shareholders have to take less dividends. They should not be expected to pay interest upon something which cannot pay.

3983. Sir VINCENT RAVEN: They have to.

3984. Sir SAM FAY: Someone has to find the money. There are no ordinary shareholders in the State here. It

is all loans. All debenture stock. It is not the same thing. The companies ordinary shareholders have to do without their dividends if there are losses?—If the Lands Department had some thousands of acres which are benefited by railway construction, and they have a balance-sheet which they are anxious to produce showing what they have done in the matter of their general expenditure, I think it is only reasonable if the Railway Commissioners have by the expenditure of money which is then unprofitable have considerably enhanced the holdings of the Lands Department, the Lands Department might fairly contribute the cost of the railway in proportion to that increase.

3985. You think it should be a contribution of capital, and not an annual charge?—I would not say that for the reason a lot of the property might be leasehold, and it probably is leasehold. It might be a gradual one, and contributed over a number of years rather than immediately. I am inclined to think that if the increment is an annual one in the matter of rentals, the contribution in that case might be an annual one. I think the whole difference between us is that I have always thought the State ought to view their various operations as one big company rather than a segregation of companies.

3986. Sir VINCENT RAVEN: Is it not very difficult to do that so long as the railway is kept separate in all its accounts, and all the criticisms which might be brought to bear on the Railway Commissioners?—I do not see how you are to educate the public generally to the view, the Railway Commissioners are doing more than running their railways on a business line. That they are doing a lot of utilitarian work for the State for the benefit of a number of departments outside their own. Until that is done it is hard for the Railway Commissioners to have to carry out this work, and get no credit for it, either in cash or thanks.

3987. Sir SAM FAY: They get discredited.

3988. Sir VINCENT RAVEN: In your illustration of this private concern no public notice is taken in the balance-sheet what particular departments have not been able to pay their way, or otherwise. If the State was looked upon as a whole in the same way one would not see that difficulty which presents itself at the present time?—As a matter of book-keeping I do not see perhaps on reconsideration why the Treasurer should object to it. It is not going to affect his ultimate balance-sheet. It does not affect the money he borrows. He is not going to borrow money particularly or charge his revenue with something more than he would have by putting on a heavier tax to create a credit to the railways. It is only a book-keeping entry.

3989. Sir SAM FAY: It would be a transference of cash from one to the other?—For that reason it might be done. It would not mean the imposition of any further taxation. If there is a loss it is paid out of something. It is paid out of diminished profits shown by the Railway Commissioners. It only means you put that debit on someone else. It does not affect the State's balance-sheet. If in the matter of the presentation of the Commissioners' accounts a scheme could be devised for doing that, it would be a fairer way of submitting to the public the real result of their annual operations.

3990. Sir SAM FAY: We agree on that point.

(At this stage the further hearing of the Commission was adjourned.)



TWENTY-FIFTH DAY.

FRIDAY, 19 SEPTEMBER, 1924.

(Held at Chief Secretary's Building, Macquarie Street, Sydney.)

COMMISSIONERS :

Sir SAM FAY.

Sir VINCENT L. RAVEN.

JAMES FRASER, Chief Railway Commissioner,  
re-called, examined, as under:—

3991. Sir SAM FAY: How do you propose to deal with the evidence, Mr. Fraser?

3991A. WITNESS: My reason for asking that I might be allowed to traverse some of the evidence tendered by public bodies and others was that there are certain allegations made by certain of the witnesses which, if left uncontradicted, may convey an entirely wrong impression to the readers of the evidence or the report. For that reason it seemed to me necessary in the interests of the Railway Department that I should as briefly as possible, but as effectively as possible, deal with certain allegations. To that end I have marked some matters, and with your permission I would refer to them. If there are any other matters which the Royal Commission would like me to clear up, those other matters, of course, will be cleared up as effectively as I can do it.

3992. Are you taking it in the same order as the evidence was given?—I am taking it page by page right through, starting with the evidence tendered by Dr. Kater. The first question I will deal with is No. 2237, at page 78 of the printed evidence. In connection with that matter, Dr. Kater expressed to you the opinion that railway construction would be carried out more economically by contract than by day labour, and in support of his contention he mentioned a certain matter that occurred with which he was personally concerned, that is the provision of a siding on his own property. He mentioned that an estimate was given him of £150 for earthwork in association with a siding which he desired to have constructed on his property, and that this work was ultimately carried out for £25, or one-sixth of the estimate which the department formerly gave for the earthwork. Dr. Kater's memory, I think, in respect of that particular matter is extremely faulty. We did give him an estimate for a siding, and we estimated in the first instance for a loop siding, which would give us the maximum of facility in operation, as we could work from either end in either direction, and that loop siding provided also for the ordinary approach for vehicles. Dr. Kater saw me about this matter, spoke to me personally, and said he did not want to spend such a lot of money, and asked whether I could give him a cheaper proposition. I gave a personal instruction then for a modified plan to be prepared for a dead-end siding, which instead of running parallel with the line—the line itself in that position was on an embankment—I gave an instruction for an estimate to be prepared for a dead-end siding which would run down on to the natural surface—do away with the necessity for the forming of an embankment parallel with the line, and do away with the necessity for the formation of any approach at all. The earthwork in connection with the dead-end actually carried out would probably be not more than one-tenth of the amount of earthwork that would have been required to carry out the loop siding with its approach. You can realise that all the earthwork that would be required would be a wedge-shaped slab going down from the line on to the natural surface, and that wedge-shaped slab, I think, would certainly not entail more than one-tenth of the earthwork provided for in the original proposal. You could get an idea from the sketch which I produce. The original plan is there shown in red—a double connection involving earthwork throughout the

whole length. The only earthwork that was done was from that connection (*indicating*) to run down on to the natural surface.

3993. The answer is that what was carried out was not the thing for which you gave the estimate?—That is so. It was a totally different thing, and the earthwork involved would be, as I said, probably not more than one-tenth of the estimate for the original proposition.

3994. The next matter submitted by Dr. Kater was in respect of live-stock trucks. He said:

And enormous waste of money has been incurred through faulty construction of them. The first truck used had solid top floor and bottom grated. That used to get dirty and the sheep get down. The design was altered. For the top floor they instituted a grating. They made a roof below that, with a space of several inches for the lower deck.

The main point I want to deal with there is the question of the enormous waste which he states must have been incurred owing to faulty design. This particular waggon was designed in 1910. I do not realise at all how responsibility can devolve upon the present administration for a design prepared in 1910, however faulty it may have been. But I do not admit that the design was even faulty. It is true that the roof of the lower deck was not so perfect as it might have been, that is to say that it would be possible, if cost were not considered at all, to have made a roof which would be impervious to anything. However, that would of course entail a very considerable first cost, and a very considerable cost in connection with any maintenance ultimately involved. The roof was constructed of timber. That timber naturally would decay by urine and other matter unavoidably deposited upon it, but that there was really no enormous waste I think must be obvious from this fact, that to make a roof indestructible by urine and such matter would be so enormously expensive that it would not be justified. The system adopted was really not a wasteful nor extravagant system. It did involve renewals and will always involve renewals. This matter was taken up, as far as I am personally concerned, somewhere about 1915, and we then made a test by covering the timber roof with galvanised iron. That, of course, was destroyed. Then at a later stage we made an experiment with galvanised iron with bituminous paint upon it. So long as this bitumen paint endures there will be no corrosion, no destruction, but still it is not indestructible. The present system is approved by the graziers generally and by Dr. Kater, but it is not indestructible. There is nothing I know of that would be indestructible under such conditions. Ferro-concrete itself would not be indestructible, and I do not know of any material that could economically be used for this particular purpose better than the material which we have been using.

3995. Sir VINCENT RAVEN: But he is not criticising so much the present?—No; he is criticising actually the same design that is in existence at present. The only alteration in design is the fact that we have covered the timber roof, which was formerly left without cover. We have covered that with galvanised iron, coated with a bitumen paint.

3996. But is not his suggestion here principally that until he drew attention to it nothing was done?—I think that is hardly correct. Of course, I have no memory back as far as 1910, but it would be back somewhere about 1912 or 1913.



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3997. But in question 2264 he says three or four years?—That is so, but it was longer ago than that since the Commissioners themselves decided to cover these roofs with galvanised iron, coated with a suitable paint, as they came in for attention.

3998. And it was only carried out two or three years ago?—It has been carried out since 1919; that is five years ago.

3999. Sir SAM FAY: He does say, "They have altered that now"?—That is so. What I wanted to combat is really the "enormous waste of money that has been incurred through faulty construction." I say there has been no enormous waste of money incurred.

4000. Sir VINCENT RAVEN: At any rate, it was before you were responsible?—The design, of course, was prepared in 1910. The weakness of the design qua material and material unprotected was apparent possibly about 1913 or 1914, and the then administration made some efforts to improve the then condition. We have made further efforts, and our efforts, I think, will be probably more successful than those of our predecessors.

4001. It is a very difficult truck to make perfectly tight?—Yes, but it has this advantage over the old truck: the floor of the upper deck was the roof of the lower deck, and any deposit on the upper deck must leak through on to the animals on the lower deck. There is a free space now through which the air can get, and the upper deck is always a perfectly clean floor. That is an enormous advantage over the previous form of construction.

4002. Sir SAM FAY: There is one point in connection with Dr. Kater's evidence on the reduced rates for fodder in periods of drought?—I did not mark that for special reference, owing to this fact: if we were to carry fodder at any time at a concession rate our experience would indicate that a very large percentage of the fodder carried in the State would be carried at concession rates.

4003. You would not be able to discriminate?—I am afraid not. During all times of drought when we have carried fodder at concession rates we have found that the concession was being most grossly abused, and although we have sought in some cases authority from the Government—because, after all, the maximum concession is extended by the Government—the Government has in times of serious drought authorised us to carry fodder at 10s. a truck load from anywhere to anywhere, and we have had some most extraordinary cross-carriage of fodder under those circumstances. We have had cases of fodder consigned from Coolamon, on the south-west, to Geurie, on the western line, and fodder sent from Geurie to Narrandera, on the south-west.

4004. What distance would that be?—From Coolamon it would be roughly 600 to 700 miles. Cases of that kind have occurred. It does not matter to the seller what the distance may be. A seller may get an offer for fodder from the south-west. It would only cost 10s. whether it was carried 20 miles or 1,000 miles. We have had other cases where the fodder was consigned to certain places and not used for starving stock at all, but used for horses and other animals operating in towns and other places, doing their ordinary business.

4005. Of course, carrying that distance at that rate must have been an absolute loss of money?—A frightful loss of money to carry a truck load at 10s. per truck.

4006. Sir VINCENT RAVEN: But then you get some of that back?—The Government refunds to us the difference between that liberal concession of theirs and our ordinary concession rate for fodder, our ordinary concession rate being roughly 15 per cent. off the ordinary rate.

4007. WITNESS: I did mark paragraph 2329 on page 83 of Mr. Thorby's evidence, but I do not know that there is any real necessity to labour that particular point. He says:

Another point in connection with that is this: that the Railway Commissioners adopt the practice, when they take over a light line, say, of 60 lb. or 70 lb. rails, that they

gradually convert that line, if necessary, into 80 lb. or 90 lb. rails, and charge that to repairs or betterment; still, it means that the revenue of the railway is being taxed, or that the users of the railway are being taxed, to convert a light line into a heavy line, whereas that should be provided for out of the capital cost originally.

It is perfectly true that when the necessity arises we do improve a pioneer line to a higher class line by putting down a better permanent-way, but no such case within my knowledge has occurred until after the pioneer line had given service for, say, twenty-five or thirty years.

4008. Sir VINCENT RAVEN: But he does say "If necessary"?—That is so.

4009. If it were not necessary it would not be done?—No. There is the inference in his suggestion that as soon as a line is taken over we immediately set to work and reconstruct it. That, however, has not happened until some of these pioneer lines, originally laid with 60 lb. rails—such lines as between Cootamundra and Temora, for instance—that line did run with 60 lb. rails for at least thirty years before we put down heavy rails at all. When those rails began to wear out, instead of putting down new 60 lb. rails, we put down what was obviously better—80 lb. rails.

4010. WITNESS: On page 84 of the printed evidence, Mr. Thorby, in indicating the desirability of maintaining an Appeals Board so as to secure justice for our employees, gives certain examples of men who, he says, were ill-treated by the department and more justly dealt with by the Appeals Board. He gives the case of one man at Glenbrook who was punished for a departmental offence, and the Appeals Board practically repealed the decision of the head of his department. Another case was mentioned of a man who was not given time—he was given an instruction to move immediately from one part of the system to another part of the system, and this poor unfortunate man who, it is stated, had a sick wife, endeavoured to obtain payment of medical fees, and was immediately dismissed from the service for endeavouring to obtain those fees. With regard to the first case, that at Glenbrook, the man was punished because he was responsible for the derailment of an engine at catch points, and having the engine derailed he was responsible also for serious delay in introducing single-line working. When he went to the Appeals Board the Appeals Board found him guilty of carelessness or slackness with regard to the introduction of single-line working, but restored him to the position which he had previously occupied, and from which he was disgraced; that is to say, the Appeals Board thought it would be apparently desirable that we should continue to have in our service men who were slack in their duties. With regard to the second case, that of the man who was removed from the one district to another, this man was given instructions on the 5th December of a certain year, a year or two ago, that he would have to give place to another man who had had war service and was his senior. This man appealed to the Commissioners against his removal, and after investigation we found it was impossible for the Commissioners to intervene in the matter, and that the change would have to take place. The man was so informed and he accepted a position on the Illawarra division. The instruction to move was given about the 26th December, and finally he actually moved on the 5th January. He did put in a claim for £14 or £14 14s. for expenses incurred, he said, in connection with the illness of his wife. An investigation into that matter was made by one of our officers, and the man then admitted that he had no case at all; that he had put in this claim for medical expenses without having incurred them, and had endeavoured to get that payment so as to cover some cost involved in moving from one place to another. He admitted that he had tried to get that money without any logical grounds for seeking the payment. The Appeals Board, however, after the man was dismissed and they had heard the appeal, restored him to the service.



4011. There are two other cases mentioned by Mr. Thorby. They are not just in this position, but they are of a somewhat similar character. He charged that the station-master at Wellington had been hounded to his death. I think the papers in that matter have been seen by the Royal Commission. He asserted also that changes were made in a frivolous way by the department by transferring in one case a station-master from Geurie and another man from Borenore, the two men being transferred across—the Geurie man going to Borenore and the Borenore man going to Geurie. Mr. Thorby considered that frivolous because neither man desired to move. The man at Geurie was an elderly man and handled his job so badly at Geurie that we, on our tour of inspection, gave a direction that a younger and smarter man was to be put there. The Borenore man was a young and smart man. He had not work enough to do; he had so much time that he spent a lot of it in playing tennis and so forth. We thought it better for that young man to take up a heavier job that he was capable of doing at Geurie and let the elder man take up a lighter job where he could do it more efficiently. Those are the cases in which the Commissioners by their autocratic action have unjustly dealt with their staff.

4012. There is a matter referred to by Mr. Thorby at question 2354, dealing with the suggestion that faster transit be arranged for stock trains and unnecessary delays eliminated. I have some papers which I would like to submit at a later stage in connection with stock transit. If you will permit me, I will not deal with that here. Mr. Thorby goes on to say:

If it could be arranged that one trucking day would meet the requirements of the stock-owners and the Department, it would be possible to collect the stock in most cases with a special stock train which would carry nothing but stock; whereas at present the bulk of the stock are picked up on mixed trains, and I think you will agree with me that it is a great disadvantage to travel stock long distances on mixed trains, because the trucks are loose-coupled on the mixed trains, whereas the stock trucks are tight-coupled.

These trains he refers to are the fat stock trains for the Sydney market. Those trains are run to suit the graziers and to suit the buyers in the Sydney market, and they desire the stock to be delivered not on one day, but on two days in the week. We deliver on Mondays and Thursday. Monday is generally a light day and Thursday is a fairly heavy day; that is to say, they need a fair quantity of stock in on Thursday to carry them over the week-end, and it suits the pastoralists themselves, the butchers and the people who are the consumers of the meat sent forward. That, of course, is one reason why we have two trucking days instead of one trucking day.

4013. Sir SAM FAY: The question really was the difficulty of getting through to destination with a small number of trucks as against a full train load?—Quite so. If they could give us two full train loads on each of the two days—and they have done that at times—there have been times in the not very distant past when we have been handling up to 600 and 700 trucks of stock on both sale days, but latterly, owing to the fact that owners of sheep are not anxious to sell, the number of sheep coming forward is quite small in comparison with the numbers that will come forward within the next few months.

4014. But that does not quite deal with the claim, as I understand it, of the graziers, that provision should be made for a smaller number of trucks where they cannot possibly get together a sufficient number to justify the running of a special train, or they cannot forward by ordinary means?—They can forward up to a certain point by the ordinary mixed train. That I think is unavoidable without incurring expense that would not be justified. The graziers themselves, I think, would not say it would be justifiable to run a special train from, say, Coonamble with three or four trucks to Dubbo.

4015. Have you any practice at all of putting live stock behind ordinary passenger trains?—We put them on in front of carriages on a mixed train. That is quite a regular practice on all the pioneer lines.

4016. We have been looking at the Government regulations which are laid down in the Argentine, where, as you know, there is a traffic of very similar character to the traffic in Australia. It is of great volume for both sheep and cattle, and there there is a penalty for exceeding the regulation time of transit over a certain mileage, the penalty being a reduction of the freight rate in proportion to the delay, and that applies even to one truck, as well as to a train load. They look upon it as being so essential to the prosperity of the Argentine that they have laid down the most drastic regulations in regard to the carriage of cattle, and they accept it themselves on their own Government railways?—There is something I would like to say later on the question of the general transit of stock, if you will permit me.

4017. WITNESS: The next matter in Mr. Thorby's evidence is question 2367. I only want to mention certain things in which he appears to display some eccentricity in his argument. He refers to the desirability of having corridor carriages for all trains. He says that one reason is it is much quicker to enter and leave the corridor car, and so forth:

Also in the country districts, where our platforms are mostly short; in many cases passengers have to climb up and down from the rails in box carriages, whereas with the corridor car they can get in the nearest car and traverse the train until they reach the car they want.

There he refers to our country districts, and says the platforms are mostly short. In reply to question 2436 he charges us with extravagance because of the fact that we construct long platforms on the pioneer lines. He says:

We contend that a large sum of money is unnecessarily spent on the construction of railway stations and very long platforms.

whereas in the other case he said the platforms were mostly short. On our pioneer lines we make the platforms, roughly, 150 feet long, so as to accommodate a couple of cars and a brake-van—no more.

4018. There was an allegation made that there was a considerable amount of unnecessary expenditure in connection with the turning of the tread of rolling-stock from a conical to a cylindrical tread. I do not know whether Sir Vincent Raven has any knowledge of the contention of some American engineers that the resistance of an American train against movement is lower than the resistance of an English train of the same weight against movement. This is a contention I have frequently heard myself, particularly a good many years ago. The contention of the American engineers was that their wheels, being turned either cylindrically or almost cylindrically, had a better rolling movement than those on the English railways which were turned to the cone form. That is a contention which I dare say you have heard. I have heard it myself frequently. Some years ago I thought myself that there was something in the contention that a vehicle with wheels turned cylindrically might run more smoothly than one turned with coned wheels. We had at that time an inspection car, not the existing Commissioners' inspection car, but an old car about forty odd years old, and it was a very bad running car. I asked the Chief Mechanical Engineer to have the wheels of that car turned cylindrically to see whether it would improve its running, and it did in a remarkable manner. The difference in the smoothness of running was quite marked. Not only I myself and my colleagues, but the officers who were frequently with us in that car, expressed the same view. That being the result with that particular car, I instructed the Chief Mechanical Engineer to turn the wheels of a few of our main-line stock, to see if similar results would be achieved, and that was done. That was



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practically all that was done by way of experiment. It is true that we did order a number of tyres manufactured in cylindrical form instead of the original cone form, and those tyres as manufactured cost us no more than if they had been coned turned. They ran as cylindrical tyres until it was necessary to turn them up, and when it became necessary to turn them up there was no more cost involved than would have been incurred if the original tyre had been a coned tyre.

4019. Sir VINCENT RAVEN: I may say I have a section of both tyres, and I quite appreciate the trial. I have also heard of the contention in America that they have found it an advantage.

4019A. WITNESS: You naturally would hear that, it was stressed so greatly some years ago. I think the American engineers said the difference in drawbar pull per ton was 6 for American trains and 10 for English trains. We found after experience that the cone tyre served our purposes better, and we simply reverted to our practice without having wasted any money in the trial.

4020. In questions 2386 and 2387 there is a reference to certain tyres of NN class engines having burst. I do not know whether Sir Vincent has information as to the cause of the failure of those tyres, but I think he has information as to the numbers which have failed. I do not know whether there is any necessity for me to give any further information on the matter.

4021. Sir VINCENT RAVEN: I do not think there is, because I have had particulars of them, and I do not think they are at all an unusual number, and I am satisfied with the notice that has been taken of it?—I do not know whether you have yet had information as to the cause. I believe the cause was the imperfect heat treatment. I do not know whether that has been determined in every case.

4022. At question 2390 Mr. Thorby went on to say: "In some cases the wheel has fallen off the engine, axle and all." I have only to say in connection with that that no such case has occurred.

4023. That is rather an extraordinary statement to make, is it not?—Many of the statements made are extraordinary.

4024. WITNESS: At question 2394 Mr. Thorby refers to certain axles which were purchased by our predecessors about 1911 or 1912, and endeavours to prove that this was a bad purchase, and that the axles are going to be all condemned and wasted. There is no truth at all in the allegation. The axles were purchased as stated. There were some 10,000 axles purchased. Out of those 10,000 axles up till recently some 4,000 only had been used, leaving 6,000—I will not say at present in stock, because the stock has been diminished lately. The 6,000 of those axles very largely in our possession to-day are perfectly good axles; not one of them has been condemned, and every one of them will be used for replacements. We are using to-day some 600 of them in connection with the manufacture of some live-stock waggons. Those will be issued and used. We are in this rather fortunate position, that they were bought at a very low price. They averaged about £5 apiece as against the present-day cost of somewhere from £11 to £12, so that the stock is good stock.

4025. Sir VINCENT RAVEN: Is that why they were purchased so long ago?—I do not know why they were purchased. They were purchased in 1911 or 1912 by Mr. Johnson. He may have had the intention to construct some new waggons—how many he had in his mind I do not know. What exactly was the reason, of course I do not know. I do not know what was in Mr. Johnson's mind, except that he always had a desire to have in stock a sufficient quantity of material of all kinds to enable him to carry out a programme swiftly when the opportunity offered.

4026. But they are an axle which you use now, and they were bought at a favourable price?—They are standard

axles for some of our perfectly good rolling-stock. "S" class waggons use this particular class of axle, and all our live-stock waggons.

4027. WITNESS: At question 2402 Mr. Thorby makes some reference to the alterations made in drawgear. I do not know whether it is necessary for me to labour that particular point. Sir Vincent may have been informed in regard to any alterations which have been made in the drawgear from time to time, but some of these that are referred to in this particular paragraph were made possibly in 1909 or thereabouts. At this stage it seems to me it would make the matter clearer if I indicated what the position was about 1909. The Chief Mechanical Engineer of that day had fixed the maximum load of 300 tons for any train on a 1 in 40 grade, on account of the weakness or assumed weakness of our drawgear. Obviously that determination was going to gravely affect the efficiency of our operation; if we were tied to a limit of 300 tons we would have to run an extraordinary number of trains if our business grew rapidly. The business did grow rapidly, but particularly between 1904 and 1914, and it involved alterations to the drawgear, both of the trucks and of the engines, that is, the drawgear as between the engine and the tender. The drawgear between the engine and the tender was strengthened in certain ways, and the drawgear on the trucks themselves was also strengthened so as to enable us to take a load of from 500 to 600 tons instead of the former load of 300 tons. Then Mr. Thorby said we adopted radial drawgear. Radial drawgear has been introduced in regard to five engines only; that is to say, radial drawgear between the engine and the tender; and in the case of those five engines on account of the fact that they have to work round five-chain curves an alteration of drawgear in respect of those particular engines became necessary.

4028. Sir VINCENT RAVEN: I do not think we really feel we could go into questions here so far back as 1909?—I quite agree with you, but I think you will appreciate my point. Unless I answer here at this stage these allegations it may be deemed there is no answer to them.

4029. I think it is quite right that you should, but I would like to point out—and I think Sir Sam agrees with me—that it would be useless to go into all these matters which were raised so many years ago, and I have not done it. We are only here to deal with the railways as they stand to-day. If we were to go into what was done in 1908, 1910, and 1912, it would obviously be quite an impossibility to do it in anything like the time we have at our disposal.

4030. Sir SAM FAY: I quite appreciate Mr. Fraser's position. We have the evidence here. At the same time I quite agree with Sir Vincent that it is of no value to us as the Commission to have things raked up which refer to years ago, before Mr. Fraser had anything to do with it, or before anybody had anything to do with it who is now really in office?—My object, as I have said already, is only to point out that these are not statements of fact.

4031. Sir VINCENT RAVEN: I think it well, of course, that you should make that statement; but that they have had any effect on my mind as they stand here I think you may rest assured is not the case.

4032. WITNESS: There is one charge contained in paragraph 2405 with regard to the pin connecting the drawgear as between the engine and the tender being a weak pin. Some of them originally were weak, there is no doubt. Mr. Thorby said:

Some of them did break, and a driver and a fireman were killed through the drawgear separating between the engine and tender on the Southern line. The driver and fireman fell down between the engine and the tender, and the tender went over them as it came following along.

That particular case was a case of gross negligence, to put it mildly, on the part of the driver and fireman. The pin connecting the engine and the tender did fail, and what they should have done of course was to sprag the train and send forward for assistance. Instead of that, they



put a spanner in to take the place of the pin, that spanner having a section of possibly  $1\frac{1}{2}$  square inch, possibly less than that. I saw the spanner myself at a later stage. The spanner obviously could do nothing else but fail, and failing while running as it did, these men simply went backwards and were killed. But their death was due to their own most gross negligence in doing a very improper thing. There is a further reference to these particular cases at question 2406, but I will not labour that point in view of what I have said already.

4033. At question 2413 and following down to question 2417, Mr. Thorby makes reference to the use of very heavy engines on very light lines. He says:

As I pointed out in connection with the Werris Creek line, old heavy-class engines have been put out on the back country lines, and the big T.F. class, which weigh over 100 tons, with eight flange wheels, when negotiating curves on these light lines, spread the rails, and of course they do a considerable amount of harm, and it means following these trains along where they take a load over these light lines. The objection to TF engines on these lines is the eight flanges, which do not permit them negotiating the curves without injury to the track. The T class is only flanged on the two leading and the two driving wheels. On the four centre wheels there is just a flat tyre, and they do not do the damage the TF class engine does.

Neither the TF nor the T engines are allowed to run on these pioneer lines at all, and there is no foundation whatever for the assertion that curves have been spread by engines of that type, because engines of that type do not run on those lines. No permission has been given yet for them to run on them. I think Sir Vincent did ask: "Would not the engineer for the line keep those engines off if they were doing that harm?" and Mr. Thorby's answer was: "That is just what you would expect, but the position is that they are not kept off. They repeatedly go over those light lines." As a matter of fact, they have never been allowed to run on those lines.

4034. Sir VINCENT RAVEN: Then it is quite an incorrect statement?—Quite.

4035. WITNESS: At question 2418 Mr. Thorby refers to the impossibility of getting on to our waggons the loads which we stipulate as the minimum loads which we can accept to get the minimum rate quoted in our rate-book. He says: "It is often practically impossible to get the required load on to the truck, particularly in the case of chaff." The load which we stipulate for chaff is a very moderate load, in view of the fact that we can get and do get in most of the chaff that is loaded rather more than the minimum that is asked for, that is, a little less than half the capacity. In "S" class type, 8 tons; in a 25-ton truck we ask for 10 tons. Many station-masters throughout the system have told me that they have no difficulty whatever in getting up to 9 and 10 tons on the 16-ton truck. It seems to me it is to the advantage of the producer just as much as to the advantage of the Department to get the maximum reasonable load into any given truck. Mr. Thorby later on says, in reply to a question by Sir Sam Fay: "Does that apply to everything?" (that is, that we ask for a load equal to the full capacity of the truck for all the commodities we carry). "That applies to most commodities." There are very few commodities that are provided for in our rate-book with regard to which we ask for a full-weight load. With regard to some of the heavier-class traffic, such as coal and minerals of various kinds, asbestos and fairly heavy material, we ask for very nearly a truck load—15 tons in the case of a 25-ton truck. With coal we ask for and do get very nearly the carrying capacity of the truck—12½ tons for the 16-ton truck, 14½ tons in the later 16-ton, and 25 tons in the 25-ton truck. We have no difficulty in getting those weights. With ore and very heavy matter such as those—lime is a heavy material—we ask for and get very nearly the truck capacity. There are an enormous number of commodities which we carry at loads varying from 6 tons up to, perhaps, 10 tons. In saying that nearly all commodities have

to be loaded to the full carrying capacity of the truck, that is certainly very wide of the actual fact of the case.

4036. Sir SAM FAY: It does mean, according to what Mr. Thorby said, that if there is any balance over and above the truck that is not sufficient for the second truck, you charge the full rate?—That would be so. If they send the truck away and it is 3 tons, that would go at another rate.

4037. Although it is part of the consignment of a bigger quantity?—That is so. There would be two trucks used, and the smaller truck would be carried at a different rate.

4038. WITNESS: At question 2439 Mr. Thorby states that certain people "order trucks for sheep they have not got, but they are anticipating somebody sending sheep to them. It is a matter, I think, the Railway Department should not encourage. They should be absolutely impartial in the allocation of trucks, and only allot trucks to those people who have stock to send away, or to agents who are ordering on behalf of stock-owners where the stock are actually in existence." I can only say we are absolutely impartial. The trucks are allotted in order of priority of application. We have endeavoured to prevent the improper use of trucks by providing for a penalty. A deposit has to be made with every truck ordered, and if the truck be not used there is a penalty imposed because it is not used. So that we guard against the cornering of trucks as far as possible in that manner. We introduced the penalty, and as a matter of fact most of the stock agents here are perfectly satisfied, and I think most of the graziers, too, are perfectly satisfied with our present condition. It was not so some years ago. There was an endeavour, and a successful endeavour, to corner trucks, and to prevent that we enforced the penalty with regard to the non-use of trucks which might have been supplied to any particular depot. All of the agents expressed themselves as perfectly satisfied with that arrangement, and so far as I know we have had no endeavour to corner trucks since.

4039. Sir SAM FAY: I suppose that is brought about by the shortage of trucks?—Not wholly. I believe the one case that came under our notice some years ago was an endeavour by a particular agent to corner business to himself. That is to say, he applies for an enormous quantity of trucks, for which he had no stock, and was able then to get an advantage over other agents by saying, "I have trucks; you can have them if you do the business through me."

4040. If you had had a sufficient number of trucks, he would not have been able to corner them?—If we had had hundreds or thousands more than we ordinarily use, he could not have cornered them. This was a time we were tied for trucks owing to the enormous demand because of the drought.

4041. WITNESS: At question 2441 Mr. Thorby makes reference to the desirability of having the cleaning of stock trucks, particularly at Flemington, done by departmental day labour. It has been done by departmental day labour for a considerable time. Although he says in reply to question 2442, "I think practically the whole of the trucks at Flemington are cleaned by contract," every truck at Flemington is cleaned by departmental day labour.

4042. Sir VINCENT RAVEN: That statement is incorrect, then?—Yes.

4043. WITNESS: At question 2442 Mr. Thorby says:

There are also one or two other specific matters I would like to bring under your notice. One is the practice of the Railway Department at the present time in saying that they are constructing authorities as well as the traffic authorities of this State, that when a railway line is almost completed, and certain traffic is allowed to go over that line—such as, we will take, the extension from Barellan, where for three years the Railway Department carried three harvests of wheat over that line and charged approximately an extra 2d. per bushel to users, increasing the freight from 5½d. to a fraction over 7d.



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The fact in that case is that we were not the constructing authority when the extension to Barellan was carried out. It was carried out by the Works Department. We made an arrangement with the Works Department to haul traffic with their ballast engines, so as to give the greatest advantage we could to the farmers in that area. We had to pay to the Works Department a certain sum for the service rendered—that is to say, we applied a local rate on the line. The advantage which the farmers got was that the extra 2d. per bushel which they would have to pay for the haulage by ballast train of their material would be, say, 6s. per ton for a haulage of approximately 25 miles. If they had hauled that wheat with their own teams it would certainly have cost them nearer £1 a ton than 6s. per ton, so that they gained a very distinct advantage by the work being done by the Works Department. It is asserted that three harvests of wheat were carried over that line. One harvest only was carried, and at these particular rates.

4044. It is almost too trivial to refer to, but there is at the end of paragraph 2445 this statement:

Railway officers have been asked to do kalsomining and painting on Sundays simply because the Railway Commissioners were coming round on their annual tour. These are some of the matters which create the friction and ill-feeling which does exist between the station masters and senior officers to-day.

I assert that there is a better feeling between the station-masters and senior officers to-day than has existed at any time, certainly during my association with the Railway Department, and the station-masters themselves are so anxious in many cases to have their stations looking smart that they have even bought paint and paid for paint out of their own pockets so as to smarten up the appearance of the station. When I have discovered that that sort of thing has been done I have, of course, reimbursed the men for the money expended. It is an indication of their desire to have their premises looking smart, not that we are insisting on it. We do insist that they should keep their premises clean. We do not insist that they should work on Sundays to do any work that is not called for in the ordinary manner.

4045. At question 2447 Mr. Thorby makes another statement which is inaccurate. He says:

I would draw your attention to the fact that the same Railway Department granted rebates to the extent of thousands of pounds in 1923, according to the Auditor-General's report, to Hoskins' steel company, which the company were not entitled to. That company had not complied with the regulations, and were granted the rebate.

Sir Sam Fay asked whether there was any difficulty in getting the rebate, and Mr. Thorby said: "If you do not happen to comply with all the regulations pertaining to it there is difficulty." With regard to rebates, we have certain regulations. I think the regulations are perfectly proper regulations. If a man wants a discount for cash he generally pays within the time specified. If a man wants the rebate it is quite a simple matter for him to conform with the regulations so as to enable him to get that rebate. But here is an assertion that Hoskins got a rebate of thousands of pounds to which they were not entitled. Mr. Thorby's statement is quite misleading and quite wide of the actual facts. The Auditor-General certainly did draw attention in a report of his to the fact that Hoskins & Co. had been allowed a rebate which the Auditor-General at the moment, not having the full facts in his knowledge, believed was an improper payment. Believing that it was an improper payment, it was his duty to say so. The facts are that in a certain year we applied to the Government, owing to applications having been made to us by some of the companies consuming large quantities of coal and coke, for authority to allow a rebate to Hoskins & Co. or any other company that might consume 100,000 tons of coal or coke for manufacturing purposes

in a calendar year. In submitting the matter for authority we indicated to the Government that Hoskins & Co. desired to have the rebate in connection with a tonnage of some 7,000 tons which they had already consigned from the Illawarra line to Cobar, and the Government approved of the by-law under those conditions; that is to say, that by including the 7,000 tons consigned, not in the specific year, but just before it, from the Illawarra line to Cobar, the total tonnage carried in that particular year I think was 103,000 tons, but if the 7,000 tons had not been included then the total tonnage carried would have been some 96,000 tons. However, when the Auditor-General was informed of the fact that the Government approved the by-law under those particular conditions, that is, that the 7,000 tons should be included, he had nothing further to say. But there was no allowance of a rebate under improper conditions.

4046. At question 2451-2 Mr. Thorby makes reference to the bad design of the departmental hopper waggons. He quotes from a letter from Mr. Henry R. Lee, of Port Kembla, in which it is stated: "The privately-owned hoppers are much more convenient than those owned by the Government, principally in respect of the doors." He is referring there to the handling of coal at Port Kembla. The owners of collieries down in that area who ship coal at Port Kembla have had trucks made to suit the method of loading, the method of loading adopted at Port Kembla being a belt system, somewhat similar to that which has been introduced at Hull. The doors are simply opened, the coal discharges on to a receiving belt and then on to the conveyor belt and taken straight away and ultimately put on board ship. That form of hopper, of course, is perfectly suitable for that method of shipping. These doors are made in two instead of in one; we call them butterfly doors. They are hinged to the sides and they open out. That type of truck, however, is quite unsuitable when being handled by crane, and although we had some hopper waggons made with doors of that sort, where those waggons had to be handled by crane the people who are concerned strongly objected on account of the difficulty in closing the half doors as compared with the simplicity of closing the single door. So that, although we have provided a number of these waggons with butterfly doors so as to help the south as far as possible, we must, in view of the fact that the bulk of the coal is handled by crane, have the hoppers suitable for handling by crane. Mr. Thorby was asked: "Are the methods of loading at Sydney the same as at Port Kembla?" and he replied, "Yes, by crane." It is perfectly true they are handled by crane at Sydney, but they are handled by belt conveyer at Port Kembla.

4047. At question 2455, Mr. Thorby says that sleeper-cutters are most unfairly treated by the Department. I do not think Mr. Thorby could discover or bring forward one single case where a sleeper-cutter who had cut sleepers and delivered them on railway property did not receive payment for every sleeper he delivered.

4048. Mr. Thorby refers to a station, Armatree, where the constructing authorities were guilty of what he deems to be bad designing in having constructed a loading-bank, not allowing any space for a crossing loop to be put it at some particular time. That particular station has existed for roughly thirty years. We have not found any necessity to put in a crossing loop so far or to make any alterations to the station by way of destroying anything previously done, and the probabilities are that it will be another thirty years or more before there will be any need for change. To have widened out the area so as to admit of a loop siding being put in ultimately would have cost a great deal of money, on which we would have had to pay interest for the last thirty years and possibly a longer period still.

4049. There is really no allegation made by Mr. James Kidd which affects the Department at all.



4050. Mr. Binnie does make some charges and allegations which I would like permission to refer to. At question 3058 he said that the Melbourne express was late on certain occasions, and that statement with regard to those occasions is true. I do not know that there is anything else in the evidence which has been tendered that possesses the same amount of accuracy. Although I have marked some of these things, I really think it is hardly necessary to refer to them.

4051. At question 3059A, Mr. Binnie refers to the Brisbane 2 o'clock mail going out with a P class engine, and the load beyond Singleton being limited to 195 tons. The load of the Brisbane train from Sydney to Singleton is 270 tons, and the train is drawn by an NN class engine. At Newcastle or Singleton it is usual to detach certain carriages not required beyond that point, thus bringing the load down to 180 tons. That seems to me to be a perfectly proper thing to do, because the accommodation, other than the accommodation which can be provided with a load of 180 tons is not needed for public purposes. The seating accommodation is ordinarily more than sufficient for the number of passengers who are carried beyond Singleton. I had the figures taken out for a normal month—February of this year—and in every case the seating accommodation was more than that which is required for the passengers who travelled.

4052. At question 3061 and elsewhere, Mr. Binnie makes reference to the carriage of live stock and the lack of sympathy which he says the Railway Commissioners appear to have with the graziers in respect of the carriage of live stock. He says in one place: "In the interests of the railways as well as in the interests of the community, the live stock should be looked upon as a public asset, but this view is not taken by the Department." The Department takes this view, that the Railway Department is the only authority in this State that has really given material relief to graziers. We carry their store stock at 20 per cent. rebate; we carry their starving stock at a three-fourths rate in one direction and carry them free on the return journey, and yet it is stated that we have no regard for the graziers or the value of live stock as a public asset. At question 3061, Mr. Binnie says: "Live stock should not be in the train more than from twenty-four to twenty-six hours," and other reference is made at a later stage. He further says: "The careless driving of the engines contributes very largely to the stock losses on the trains." In that connection I would like to say that in the year 1919 I had a very long and interesting discussion with the Graziers' Association. They came at my request to discuss the question of the transport of stock. The following is an extract from the notes of the discussion:

The Chief Commissioner said the next point was whether stock during transit should be taken out, watered, and attended to. According to the expert writers in the press, that was essential. Mr. Jacques said it was questionable. Mr. Cramsie (who was probably the best authority on stock movements and stock care in the State) said some months ago the association went thoroughly into that matter. If it were decided to compel the unloading *en route* of stock coming from distances greater than 300 miles from Sydney, the question arose as to how the man would get on whose place was just outside the zone, say, 310 miles away. The association considered the question was too dangerous a one to touch, and decided to have nothing to do with it. No doubt the person who took the question in hand was going to have trouble.

The Chief Commissioner said he took it that the association, as an association, would not make any recommendation in regard to it. Mr. Cramsie said that was so.

The Chief Commissioner said he took it they would rather adhere to the present practice than make the drastic alterations suggested. Mr. Cramsie said he thought so. There would be trouble with people near the borders. The man, say, 320 miles away would no doubt say, "What difference would an hour make to my stock?" When legislation in that respect came they would sooner it did not come from the association.

The Chief Commissioner then asked what the association thought of a scheme to unload, water, feed, and re-truck all stock from the Southern line at Goulburn, from the Western

line at Bathurst, and from the Northern line near Maitland or Singleton, pointing out that such a proposal would necessarily involve considerable expenditure on which some return would be necessary. After discussion, during which the opinion was expressed that the convenience proposed would not be made use of to any extent, the Chief Commissioner said it practically came to this: that the proposals made by the newspaper writers were, in the opinion of the association, unnecessary.

That was a discussion at which I think Mr. Binnie was present. It was clearly indicated what the views of the association were as to the detrucking of live stock so as to provide for watering and so forth. I was prepared at that time to spend money in treating the animals in the most humane way. In association with that question of stock transit I would like to refer to an extract from the report of the Royal Society for the Prevention of Cruelty to Animals for the year ended 30th June, 1924. That reads:

Inspection of travelling stock: Inspector Cordery has devoted considerable time to this work. The Railway Commissioners recognise the value of our officer's inspection as an adjunct to the more effective handling of stock when in transit by rail. Many reforms have been accomplished, particularly in the increase of speed of stock trains and the general shortening of times when stock are in transit. On the whole, the local railway officials have been sympathetic and helpful. We wish to place on record our keen appreciation of the action of the Railway Commissioners and their staff in this matter; also our thanks for the Commissioners' action in granting our officer an all-lines second class pass for the purpose of stock inspection. Without such assistance it would have been impossible for us to do this most necessary work.

With regard to the R.S.P.C.A., I would like to say that their officers and our officers have been somewhat intimately associated for a great many years—I should say not less than ten—in endeavouring to prevent cruelty to animals and in endeavouring to impose punishment on those who are responsible for any injuries to stock through overloading and that sort of thing. Most of the injuries are due to that. We have allowed the greatest freedom to a man who may be our critic if we have been careless.

4053. Sir SAM FAY: Is there any limit to the time during which you keep stock in trucks?—No, but I think the longest journey to-day would be very little over twenty hours.

4054. You would not be keeping stock in trucks over thirty hours?—I could not answer that positively offhand.

4055. One can quite understand that with your arrangements for special trains it would not happen, but the complaint appears to be now that there is not adequate provision for the conveyance of small consignments—that they are an undue time en route?—That is a complaint that the Commissioners have not had directly. I have here a number of letters from all parts of the State with regard to the handling of live-stock. One is from Grainger and Falkiner Limited, of Singleton. They refer to the handling of a certain lot of stock from Bundure to Muswellbrook, 600 miles. That stock was loaded about noon on Tuesday and arrived at Muswellbrook at 10 p.m. the following day. That would be slightly over the thirty hours. They say:

There were 3,480 sheep loaded in these trucks, and they came through without any loss whatever.

On behalf of the Plashett Pastoral Company Ltd., we are writing you this letter to show their appreciation of the way the railways handled this special train. It was certainly a credit to the Railways' management, and we are of the opinion that when satisfaction is given appreciation should be shown.

I have a great many letters of a similar character. Here is one from Condobolin, away out in the west:

I hope I may be permitted to say a word or two in appreciation of the expeditious and excellent manner in which live stock are now being handled upon the railways, and at the same time to compliment the Commissioners upon the very marked improvements in that branch of the work.

As a stock owner, I have at times joined with others in making complaints regarding what we considered to be faulty methods, &c., in the way stock were dealt with on the



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railways. That being so, I think we should as freely and as publicly voice our appreciation as we did our complaints. I am writing to the Press recording my experiences and appreciation in this matter.

JAMES T. GAVEL.

H. J. Forrester & Co. Ltd., of Moree, away out in the north-west, say, amongst other things:

Our experience with the Railway Department in this drought has proved to us that the Department has done everything possible and gone out of their way on every occasion to assist stock owners.

We are quite satisfied that your Department does not deserve the criticism that has been brought forward from time to time by some stock owners or their organisations.

The secretary of the Graziers' Association of New South Wales, Narromine Local Committee, writes:

It is the desire of my committee to express to you how much the stock owners of this district appreciate your action in running, when possible, the fast special fat-stock trains. These trains are indeed a great boon to all concerned, and are particularly appreciated by stock owners here.

It has long been recognised that you have at heart the interests of the stock owners, and this is considered a proof of your sincerity.

These letters, I may say, are all addressed to myself, but I do not think I know personally one of the writers.

The Agricultural Bureau of New South Wales, Goradgery Branch (Parkes), write:

The members of this branch desire to tender to you their congratulations on the inception of the new time-table for stock trains on the Western line and branches. During the past fortnight, and since the inauguration of the new system, consignments of stock to Homebush from several members have arrived at their destination many hours before the usual time of delivery under the old system, and selling agents' reports of condition on arrival have been unusually satisfactory in consequence—circumstances which have been agreeably reflected in the prices realised. Members realise that the Commissioners are fully alive to the importance of fast transit of fat stock, both to the owner and consumer, and wish to express their appreciation of the great improvement already effected.

There is a very interesting letter from a Mr. A. S. Rial, who has handled himself a great many stock. He writes from Wolseley Park, via Wagga Wagga, on 25th August, 1924:

I have had considerable experience in moving large numbers of stock on the railway, over a number of years (and principally drought years), and I would like to say that for the past five years you have improved the facilities for handling our stock in these troublesome times to a very great degree. For instance, we have better trucks than we had years ago; the trucks are coupled up properly before starting on a journey; we have considerably faster trains now; unnecessary delays at junction station have been considerably curtailed; we have fast express stock trains, which are a great boon to owners of weak, starving stock. All these things tend to make for better transit.

During the droughts of 1919-20 and 1922-23 I trucked about 50,000 sheep from Tride and Carrathool to Rosewood and return, with practically few losses. The last 24,000 returned from Rosewood to Hillston were trucked with the loss of only four sheep. This of itself speaks volumes for the improved facilities in the rail transit.

A great many of the losses of stock during transit are caused through overloading, and also loading weak stock and strong ones in the same truck; and unless the interested practical man attends personally to the trucking of his stock, losses will continue to a greater or lesser degree, no matter what facilities are given us.

4056. You take no responsibility for the number put into the trucks?—We do to some extent. Of course, the R.S.P.C.A. look after that to some extent, and we help them as far as possible. The station-master cannot say to a trucker, "I do not think you ought to put 120 of these sheep into that truck; it seems to me that is too many." The trucker could say, "I think I know my job better than you do." A man may be loading store stock. The average number of sheep that would go into a truck would be roughly about 100, but in store condition when they are comparatively poor he might be able to get up to 120 in, that is, if they were fairly fine and with very little wool on. It is very difficult for our officers to say that

they shall not put in more than a given number. That is a difficulty we have had to contend with, in my own experience, over at least ten years. However, this Mr. Rial, whom I do not know personally, seems to think if more personal attention and greater care were exercised by the truckers there would be little or no loss.

4057. WITNESS: Whitby Brothers, of Cowra, express "appreciation for the efficient service rendered by your department. . . . It is thought the efficiency displayed is brought about by having men who take a practical view of circumstances that exist, with a desire to give good service, instead of maintaining a red-tape attitude, which often is adopted by other Government departments." The Riverstone Meat Company, who, I suppose, deal with more stock than any other consumer in the State, say:

We have at all times found the authorities ready and prompt in meeting our requirements and carrying out their obligations. . . . We congratulate the Department on the excellent business principles adopted by them, and tender our thanks for the consideration given to us at all times.

It seems to me that those letters more or less answer Mr. Binnie's assertion that the department is not only negligent, but unsympathetic with the graziers in connection with the carriage of stock.

4058. Mr. Binnie makes reference then to some increases in rates. There have been increases in rates, but he asserts that the increase in our wages and cost of materials, interest bill, and so forth, are not proportionate to the increases in our charges. I think it has already been indicated to you gentlemen that our wages bill in 1923—that is, the wage per individual—was somewhere about 56 per cent. higher than it was in 1914; the cost of materials was some 75 per cent. higher than in 1914; and our interest bill was about 111 per cent. higher. I think that those increases in the cost of operation and in our interest bill would have justified perhaps a greater increase in rates than was actually imposed. But there is this feature. Take wheat: the actual increase in the freight rate was 48.71 per cent.; the increase in selling price was 78.72 per cent. That is to say, our freight rate in 1923 consumed less of the value of the commodity than our freight rate did in 1914. With regard to wool, there was an increase of 73 per cent. in the freight rate, but an increase of 325 per cent. in the value. Cattle suffered a little; that is, the freight rate was increased by 58.84 per cent., while cattle values increased by only 54.65 per cent. The same increase in freight rate, 58.84 per cent., was imposed on sheep, while sheep values increased by 107 per cent.

4059. Sir SAM FAY: Have you reduced or increased the cattle rates since?—No. It is a reduction really in freight rate, because the higher speed of our stock trains has landed all beasts, whether cattle or sheep, in so much better condition at Flemington that the value of the animal has been greatly appreciated.

4060. There is a complaint that you increased the rates for cattle when the value of cattle went up, but that now the value of cattle has gone down you have not made a reduction?—That, of course, is not quite true. We increased the rate, not because the price of cattle went up, but because our operating expenses and our interest bill went up. A year or two ago cattle were selling up to £25 and £30 per head, and everything was quite satisfactory then; but then there was a slump in cattle prices, and quite naturally the cattle-owner felt the rate more than he had formerly done. All that we have been able to do so far to give relief to the grazier has been to give him fast trains, which have enabled him to get his stock in to market in better condition, and therefore get higher values than he would otherwise have got. There is no doubt, I think, that the grazier has benefited in that particular respect. That is indicated by the number of letters we have had. The losses have been reduced to almost nil, and the stock condition has been markedly improved.



4061. You have given a good many reductions in your rates since they were put up owing to the war, increase in wages, and so on, but have you reduced any of the rates in which the graziers have any interest?—I think not.

4062. I was thinking whether the reduction of your rates for manufactures, for instance, has had any material benefit?—It would help them in the commodities purchased, but not in connection with the freight rate on what they produced; we have not altered that yet. That is a thing, of course, which I would like to deal with when the opportunity offers; when our financial position makes it practicable I would like to make a reduction in the stock charges.

4063. WITNESS: Mr. Binnie made a comparison as against the charges in Queensland, which, I think, was an entirely unfair one. He says:

I have also a comparison here of the New South Wales rates with those of Queensland—this is in regard to cattle. The Queensland rate for seventeen head works out at 8s. 2d. per head; New South Wales, with ten head, it practically comes out at 11s. per head.

Mr. Binnie uses as a divisor in this particular case ten head of stock for our truck, whereas in the two paragraphs previously he says: "You may take the average number of animals carried in a truck as twelve." Using the divisor twelve, which is his own figure for a fair average of animals per truck, the rates in New South Wales come out for 100 miles, 9s. 1½d., as against 8s. 2d. in Queensland. We carry few beasts as short a distance as 100 miles. Our average haul for cattle is about 250 miles. For 200 miles our cost is 14s. 3 5-12d., as against 14s. 4 10-17d. in Queensland. I am taking twelve beasts to a truck—Mr. Binnie's own figure, and a figure which is accurate.

4063A. Would they be carrying the same in Queensland?—They carry seventeen, but their charges are higher per truck. The charge per truck in Queensland for 100 miles is £6 19s. 3d., as against £5 9s. 9d. in New South Wales; but as there are seventeen beasts, it works out per beast carried slightly less for 100 miles, but for 200 miles slightly more, and for 300 miles 19s. 0 9-17d., as against 18s. 10 3-25d. in New South Wales. In Queensland they quote a specially low rate for cattle on account of the fact that the Government has some interest. I do not know exactly what their interest is. They quote a lower rate for cattle than for sheep. They apparently do their work or make their charges so as to just about cover working expenses. They have not paid any interest, or they have paid only a negligible proportion of the interest that accrues on their debt for quite a number of years. Our rates, therefore, I think, compare very favourably with those of Queensland, considering the conditions obtaining in the two places.

4064. Sir SAM FAY: What do you charge for any overloading? You get a truck load and there are two or three beasts over, and you have to send another truck. What reduction do you give for the second truck?—A half-truck is charged at 80 per cent. of the full load; a quarter-truck with cattle is charged at 60 per cent. I think those are the approximate rates.

4064A. You do not give a half-truck rate?—No. That is four cows, oxen, or horses. It is not really half. We charge 80 per cent. for that half, 60 per cent. for a quarter, and 50 per cent. when it is less than a quarter-truck. It costs us just as much to carry a half-truck as it costs us to carry a full truck.

4065. The owner of the cattle, if he wants to get the full advantage, must only have so many cattle; he must keep at home any number over and above the full truck load or half a dozen truck loads?—That happens, I think, in respect of all stock carried to market, or store stock carried. I think the half-truck rate would apply more to dairy stock than to butchers' stock. Dairy stock may be carried in small lots.

28910—M

4065A. I know in the Argentine they charge 50 per cent. —We have been thinking recently of reducing these charges slightly. I think we may be able to make the reduction of 80 to 75, 60 to 50, and 50 to 25 per cent.

4066. One can understand if it is only a small saving of half a truck load it would not pay you perhaps to deal with it in that way, but when a man is sending, perhaps, hundreds of cattle, and he gets just a few over?—I do not know that many cases of that kind actually occur. Until this question was raised here by Mr. Binnie I had no personal knowledge of any complaint having been made by any of our clients in respect of the charges made for small truck loads.

4067. WITNESS: At question 308A Mr. Binnie says:

Another matter that I wish to bring under your notice is that trucks of fodder, if bought at the Alexandria yards—that is, at the big yards at the city station—to be returned to the country for starving stock, they must be unloaded, weighed, and re-trucked.

There is no departmental regulation of the kind at all. There is nothing to prevent a truck of fodder being consigned to Alexandria and re-consigned to anywhere without being disturbed. I might mention we provide at Alexandria business premises for all the fodder merchants in the city of Sydney. We built a big shed there which is used for no other purpose. Sidings have been provided there and are used for no other purpose than the sale of produce. These trucks come in; the auctioneers and the purchasers are all on railway premises; the buying and selling is done there. A truck of fodder is sold, the arrangement being that the quantity on that truck is ascertained over our weighbridge as the stuff goes out. That is an arrangement which suits the buyer and the seller, and has been in force at Alexandria and other places previously for quite a number of years. It may be that one truck may be bought by three or four people. One man may want 2 tons, another man 3 tons, another man will take the balance, so that it is necessary in the case of the majority of trucks which come there to unload those trucks and weigh the content so that the sale may be satisfactorily concluded.

4068. Sir SAM FAY: Weighed over a road vehicle weighbridge?—Yes. That is, it has to be parcelled out. The weighing of the truck would not help them much if that truck was split up between two or three buyers. There is no departmental regulation at all with regard to the reconsigning of trucks from Alexandria. Anyone can consign to there and consign from there.

4069. WITNESS: Mr. Binnie makes a complaint that he had to rush stock away from Singleton on account of his country being swept by fire, and makes certain assertions there which are not correct. He made an arrangement that this stock of his was to be, if possible, spelled at Breadalbane, just south of Goulburn, and then taken on to ultimate destination. Unfortunately the stock could not be spelled at Breadalbane on account of another man coming in and having a train at that place unloading, and Binnie's man, who was on the train, said the only thing to do was to go on. He was given the privilege of unloading at the next convenient point; that was at Harden, some 70 miles beyond Breadalbane. Stock was actually held at Harden for a little while, and then two lots which had become separated were coupled up together at Harden, the train being taken on to its destination. Mr. Binnie states he made a claim for £250. He did make that claim, but he goes on to say that the Railway Department in the first instance offered him £90 compensation, which he refused; then they offered him £125, which he refused; then they came down with an offer of £210, which his lawyer said he had committed him to accept. The fact is we offered him in the first instance £100 plus expenses, and we did not vary from that right through. Ultimately he accepted £125, which was our original offer.



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plus expenses. There was no variation so far as we were concerned. To say that we ultimately came down to an offer of £210, which he accepted, is not the fact. We realised that one of our servants had been to blame in allowing this consignment of stock to become separated. It was broken at Clyde, and on account of the fact that the load was broken, and there was some delay to the second half in consequence of that fact, we offered him £100, and ultimately he accepted it.

4070. The question of the two rates, which is raised a little lower down, I do not know whether you want me to touch on now.

4071. Sir SAM FAY. You may deal with that, perhaps, in connection with the Carriers Act. There is one case there which I think Mr. Binnie mentioned, and that is, that you do not give them the advantages of the reduced rate for fodder within 100 miles of Sydney or Newcastle?—That is so.

4072-3. What is the particular reason for that?—The reason for that is that near the sea coast there is generally feed, and if we brought fodder into the Sydney area, or the Newcastle area, where there are such enormous quantities used, here in the streets of Sydney, for instance, many of the carters in the streets of Sydney would, if we gave concession rates on fodder brought into this area, get advantage of that low-priced fodder, and use it for purposes for which the fodder was certainly not intended. The same thing applies around Newcastle, and outside of that, of course, there is the fact that almost always in drought seasons there is feed on the coast of a sort—not the very best quality of feed, but there is generally natural feed, and it is not necessary to feed stock within the areas mentioned here as it is in the outside areas, where there is no feed of any kind whatever. The main objection, of course, is that fodder brought into areas such as the surroundings of Sydney and the surroundings of Newcastle at concession rates would undoubtedly be used by a number of people not entitled to it.

4074. WITNESS: At question 3096 Mr. Binnie makes reference to demurrage for storage on goods going to country stations. He says:

These people generally have their local agent to take possession of the goods at the railway station for them, but the local agents do not have storage places in which to store the goods, and it may be as much as eight weeks before a team comes in that can be sent away to these different places, and it becomes a hardship on these primary producers who are living at a distance from the railway that they must be charged storage for goods awaiting team transit.

Our practice in that respect is that a man who is living in a town close by a railway station must take his goods away within twenty-four hours. A man up to 10 miles away is allowed a week for his storage.

4075. Sir SAM FAY: This is in accordance with your regulations?—Yes. I only want to contradict that statement here. Those who are outside the 10 miles zone and inside the 20 miles zone are allowed a fortnight's storage, and there are some others to whom a full month's storage is allowed.

4076. WITNESS: Then there is a trivial objection by Mr. Binnie in regard to the opening of ticket windows. The regulation is that the window shall be open thirty minutes before the arrival of a train at any station where there is business, and anyone can purchase a ticket any time during the day.

4077. Then Mr. Binnie said he lost his sleeping berth on account of the fact that the train was delayed on the evening of your visit to Werris Creek. He missed his train, but he did not lose his sleeping berth. Although he had to wait for an hour or an hour and a half, we found him a berth in the train by which to travel. There was a regrettable delay on that particular occasion.

4078. Mr. Binnie makes reference to the refreshment-rooms generally. He says they are 75 per cent. worse than they were some years ago. You gentlemen have seen yourselves quite a number of the refreshment-rooms in New South Wales, and you have yourselves eaten food that we usually provide in those refreshment-rooms. You have been able to see the employees in those rooms, and you will no doubt be able to form your own opinions as to whether the rooms are reasonably conducted or otherwise.

4079. Sir SAM FAY: There is one point with regard to the times at which they open. I do not know whether it is a legitimate complaint or not, but it is a complaint which has been made. I have a letter here from an inspector of the Bank of New South Wales, whom I do not know, in which he says:

I recently had occasion to spend a day at Werris Creek. I engaged a room at the railway refreshment room, and also had my meals there, and desire to testify to uniform courtesy of the manager and his staff and to the excellent service rendered generally. Everything was spotlessly clean and the food good and well served. So far as the manager in particular, was concerned, his prompt and cheerful attention to the smallest request was much appreciated. The whole conduct of the establishment was in such a striking contrast to that of other public houses visited during a tour of the north-west that I feel impelled to give it official recognition.

That is Werris Creek, of which Mr. Binnie spoke somewhat harshly. The manager there is reported to be a man who extended every courtesy to his customer, and I have no doubt at all that the same courtesy is extended to most if not all others. I have quite a number of letters here, received from different people, since Mr. Binnie tendered this evidence, evidently indicating their desire to contradict the view which he appears to hold. One man writes:

In a recent issue of the *Daily Telegraph* there is a report of some evidence given by Mr. Binnie relative to railway refreshment-rooms, with a special mention of the one at Newcastle.

As a resident of Newcastle since 1892, and during that time a frequent visitor to this particular room for meals, I desire to make a few comments on this report. Firstly, as regards the deterioration under your control. In my opinion, the food supplied and the service rendered at the present time have never been equalled. It is a commonplace in this city that the railway refreshment-rooms supply a much better meal at 2s. per head than is obtainable elsewhere at a much higher price, and that the service is courteous, quick, and efficient.

I do not know Mr. Binnie, but I am quite certain that the statements made by him are not based on facts.

My reason for writing is that such evidence, if taken as gospel, appears to me to be distinctly unfair to the present manager of the railway refreshment-room, with whom I am also unacquainted.

Another writes:

I only returned to Sydney last Saturday night, after a three-weeks' business trip—commercial life—covering the whole of the Riverina train service, and intended writing you to compliment you on the efficient manner in which the railway refreshment-rooms are conducted, but reading in to-night's *Sun* the reported statement of a man to railway experts, has hurried my intentions.

Being a heavy tea drinker, I availed myself at every opportunity to secure a cup of tea and bite, so can reasonably claim to have visited every railway refreshment-room in the circuit. At manly I dined. At Junee railway refreshment-room I spent a day and night, and I can honestly say that at every room I received the very best of attention and utmost courtesy, and the viands were quite good and appetising enough for the most fastidious person. Particularly at Temora the courtesy and attention of the young ladies was all that could be desired, and more than favourably compared with the like meted out in the very best hotels; why, even out back in such places as Whitton and Carrathool ladies could not do enough for the travellers.

No, sir, I will not let the person of paper fame condemn the railway refreshment-rooms; he is wrong, entirely wrong, and you can tell him so from me. I am a home man, and not a hardened traveller who might be inclined to put up with anything.



Then a Presbyterian minister writes:

Let me heartily congratulate you in your management of the railway refreshment-rooms.

Am a periodical visitor to Sydney, staying at a certain hotel at the other end of the city.

Your table d'hôte is simply a marvel at the price.

I represent a large class of people in Sydney—fastidious, who cannot pay a high price for a dinner. You certainly meet that class.

I could give you, I daresay, many other letters which have been received with regard to the improvement in the railway refreshment-rooms since the Commissioners took over direct control, all of a somewhat similar character.

4080. How long have you had control of them?—We started to take them over in 1916, but did not complete the taking over until, I think, well into 1918. There were some leases which could not be terminated, and we had to take over at the expiration of leases. I think it was somewhere about the middle of 1918 really before we got the whole thing over. We did not get it over completely then; it was later than that.

4081. WITNESS: We left off at the reference to refreshment-rooms, on page 118. On page 119, Mr. Binnie makes reference to the desirability of carrying out all work by contract instead of by day labour, and among other matters he says:

On one occasion when I was present at a meeting of the Grand Council of Primary Producers, the question was then discussed of the best method of constructing new railways.

And Mr. Binnie states that although I made certain statements there, I did not convince any of my hearers. That, I think, is not in accordance with the facts, because I think the majority, if not all of those present, with the exception of Mr. Binnie, were convinced that our practice of carrying out these jobs by day labour was the better course. I gave certain reasons to these gentlemen why day labour was preferable to contract, some of which were these: That at one time, about thirty years ago, it was the practice to do almost everything and to obtain almost everything under contract conditions. During Mr. Eddy's administration, numbers of contracts were let, and our supplies were largely obtained under contract. We were even buying railway ballast under contract, paying for it from 5s. 3d. to 8s. 9d. per ton. I suggested to Mr. Eddy that that was an extravagant system, and we at a later date took over from certain contractors some quarries, which we operated ourselves, reducing the price from 5s. 3d. in trucks to 1s. 3d., 1s. 2d., and 1s. 1d. I mentioned also to this Grand Council that the Railway Department was the first department to introduce improved systems of operation in connection with all railway construction work. In connection with quarry work, I told them that we had been able to reduce the cost of production, because, instead of firing little blasts, bringing down, say, 100 tons at a time, we adopted the system of firing electrically very large blasts, bringing down from 30,000 to 100,000 tons in one shot. We adopted a similar practice in connection with some railway constructions, *i.e.*, there were certain places where a complete cutting has been taken out with one large blast, and we have moved from 11,000 up to 30,000 tons from a railway cutting by one explosion, and that material so blown out was deposited practically where it suited us. We saved an immense amount of money by carrying out the work in that way. I also told those people that the Railway Department possessed—and it possesses to-day—a far better plant for construction than could be assembled by any private constructor. I told them that the Railway Department was the first department to introduce such labour-saving appliances as steam navvies and shovels, drag-line excavators, and machine drills of various kinds; jack hammers and rock drills for drilling sandstone. Formerly, contractors who did that work believed that a power drill would not operate in sandstone. Many other matters that are mentioned to those people, and

convinced all, except one of my hearers that we had such a plant, and that our supervision and methods were such that it was better for us to carry out our policy of day labour than to do the work under contract conditions. One other matter I mentioned to them was a practice which we adopted from time to time of obtaining prices from contractors for various things, in order to ascertain the difference between doing work departmentally and under contract conditions. In the case of a large steel bridge we also called tenders for a railway construction job between Cowra and Eugowra, and the contractor tendered a price considerably above the departmental estimate—so much above that we did not feel warranted in accepting it. That particular job was carried out and finally completed at a cost less than the departmental estimate, although wages had increased in the interval. Both Sir Sam Fay and Sir Vincent Raven will be aware that there are very few jobs carried out under contract which are settled up without some claims arising, and adding greatly to the cost of the work over and above what may have been provided for in the original estimate. Speaking after considerable amount of association with contract work, I myself have never known a contract to be completed without such claims having been made and paid. In the case of this Cowra-Eugowra job, it is clear that if the contractors had done the work there would have been claims made which would have raised their price above the tender price.

4082. Sir VINCENT RAVEN: Does it not mean that you are your own contractors?—Yes.

4083. You talk of day-labour. If the contractor had done it, I suppose it would have been day labour with him?—Yes, it would have been his day labour instead of ours, and his day labour would be working under no better conditions as regards appliances than ours.

4084. And if you go right through with the job, your contract is as good as the other man's?—Yes, better, I think: that is, if it is not held up.

4085. Sir SAM FAY: Are there any regular railway contractors out here?—Very few, now. Some thirty years ago there were one or two big men, who did big work, at a moderate cost perhaps, but not at the cost at which we have been able to do it since. I can mention any number of jobs in which the unit cost in relation to certain works carried out was lower than any contract job ever carried out in the State. You saw, when you were travelling over the Western line, a great deviation, which was made to avoid the Zig Zag near Lithgow. That tunnelling work—and there was a great deal of it—was carried out under very difficult conditions, yet that work was done at a much lower price than any tunnel work ever done in Australia.

4086. In your comparisons with the contract price do you include the overhead cost—interest on capital employed, and so on?—Yes, there is depreciation in connection with that. I can produce figures in connection with a certain job which we are carrying out which will show that we are debiting a considerable percentage off—almost too high a percentage in some cases—off the plant for depreciation.

4087. Sir VINCENT RAVEN: I suppose the great difference between you being your own contractors, and getting the work done outside, is that you have to keep a big contractor's plant, which you otherwise would not have?—Yes, we keep a big contractor's plant because it pays us well to do that. No contractor could maintain the plant that we are able to maintain, because we have continued employment for our plant, whereas the outside contractor probably would not, and that would bring his cost up; and he has either to cover the whole cost of his plant on each job that he tenders for, or possibly keep his plant idle for years.

4088. WITNESS: Mr. Binney states that he suggested to me a method of carrying out railway construction on the "rail head" construction system. I do not know whether that we have ever heard of "rail head" construction, but what



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he obviously meant was this: that in connection with some of our back country lines we should first of all lay down a permanent way on the natural surface and carry all our material for our bridges, and so forth, over that track, taking a grave risk of the rails becoming so crippled during the period of construction that they would be later on quite useless for permanent work. That would undoubtedly happen in the case of some of our back-country lines, and that is the reason we have not adopted that practice. This, I think, is what he calls "rail head" construction, and he says that that method was carried out in Canada. I never heard of it.

4089. WITNESS: He also refers to the Werris Creek line as one that was urgently wanted over a period of thirty years. It is true that that line has been agitated for for thirty years. No Government authorised it until—well, I do not know the date when it was authorised, but part of it was carried out by the Public Works Department; the work was suspended by that department and there was a lapse from the time when they ceased work until we were given authority to go ahead with it, of some few years. That accounts for the period of ten years between the date when it was first started and the date when it was put into operation. Those are things for which the responsibility cannot be attached to the railway administration.

4090. Mr. Binnie also makes reference to the Glenreagh-Dorrigo line, as to the amount of money spent on that. He says:

I have been informed, in regard to the cost of the day-labour job on the Glenreagh-Dorrigo line—although I am a little diffident in quoting these figures, because I have not confirmed them, but the figures given me by the head of the Country party in Parliament show that the estimate was £880,000, and that it cost by day-labour over £2,300,000.

I do not know whether you want the whole of that story told over again—it has been told in regard to the Dorrigo line so often that it seems almost unnecessary to repeat it—there was an original estimate prepared in 1909, when all conditions were normal and wages low, of £343,000, providing for a line to be constructed with 5-chain curves, 1 in 30, uncompensated grades and 70 lb. rails, the standard wage being then 7s. per day. That is not the line that was constructed at all. An estimate was got out in 1914, when wages were still moderate, of £605,570, providing for 8-chain curves, gradients of 1 in 30, with 1 in 40 against the road, the class of track being still the same. That is comparatively a light track. A later estimate for 80 lb. rails was made out in 1919 when the estimate was £814,000, wages being 11s. 2d. per day. There was a considerable expenditure on that line by Norton Griffiths, and the work which they did and upon which money was expended, when we came to take up the work and complete it, was greatly reduced in value—the line had been held up so long that a lot of the work was quite useless and had to be done over again. The wages cost on that line increased on the 11s. 2d. per day which I have mentioned, to 16s. 9d. per day—an increase of, roughly, 50 per cent. The work is now almost complete, and the total expenditure up to the 31st July was £1,303,000—not £2,300,000, as stated by Mr. Binnie. That is one of the most difficult lines we have ever had to carry out in this State, and, as I say, there is an obvious justification for a very marked increase in the expenditure over the last estimate prepared as far back as 1919.

4091. Sir VINCENT RAVEN: How did he get at that figure of £2,300,000?—I do not know. He says that he has some diffidence in quoting in, nevertheless he quotes it.

4092. WITNESS: He also makes reference to day labour in another direction. He says:

I have not been sufficiently personally associated with any one thing to say where the leakage comes in, but I am satisfied that it goes right through.

Although he has no personal knowledge, as he admits, he is still quite satisfied that it goes on. The only indication he can give of loafing is contained in his statement:

I have counted nineteen men in a wood-blocking gang in Sussex-street.

Well, those nineteen men had no association with railway work—we have no work in Sussex-street—they were probably municipal council employees. Mr. Binney also says:

I have seen a similar thing in this street—Macquarie-street. There I counted sixteen men loafing on two others who were laying the blocks.

As to that, I merely point out that this wood-blocking in Macquarie-street is the work of the City Council and not of the Railway. It amounts to this: that the only actual example which he gave of loafing was in regard to work which was done by some other authority than the Railway Commissioners.

4093. He makes another reference which I think is unfair, and he must have known it was unfair when he made it—that is to the line between Dubbo and Werris Creek. He refers to the fact that the line was badly damaged during the first few months of its operation, and it became badly congested with traffic. Well, it did. This was about November or December, towards the end of a very serious drought. We were being rushed with stock, from and to all parts of the country, and, although the line between Dubbo and Werris Creek was not finished I directed that the line was to be opened and used so as to shorten the distance of haulage of stock. You will admit, probably, after having been over that line and seen the kind of country over which it is laid—black soil country—that an absolutely unfinished line would be apt to be very badly injured by heavy traffic such as we then had to carry. And it was damaged. The rains came in November and December, terminating the drought, and the railway sleepers were almost bogged out of sight in places; just as we had anticipated, but that had not prevented us using the line to the advantage of the people who were sending their stock, and having the journey shortened thereby, and the charges consequently reduced materially. The owners of the stock gained very greatly, but the Railway Department had to bear a considerable burden in the circumstances, and the Department having done that to the advantage of these stock-owners, including Mr. Binney, he makes these charges against us.

4094. There is one reference here to what he and other business men did in connection with the duplication. He says:

Regarding the duplication of the line, I took a deputation of business men and stock owners to the Premier—this would be pre-war—and they offered to find £1,000,000 for three years for duplication purposes. The attitude of the Railway Commissioners at the time was that such an expenditure would upset the labour market. The duplication has been years behind time, and every spur line added has brought more traffic into the bottle-neck system and created more congestion. The railway service at that time being so unspeakably bad, a number of business men, including the Chamber of Commerce, joined together to see the Government and urge the Government as to the necessity of duplicating the line at once, and when they went there they were backed by the offer of the banks of £1,000,000 a year under the control of the Government for the purpose of duplication.

I do not know where Mr. Binnie got that story. The story as I know it is that in 1907, when Mr. Johnson came out here and took over the administration of the railways, I suggested to him on his first tour of inspection that it was desirable, in view of the increasing burden on the railways, to commence duplication at once. I suggested that we might start from Hornsby at the end of the double line, and carry the duplication through to Newcastle—that being, to my mind, the most urgent work. Well, in a few weeks after that we actually started the duplication, and I do not think we ever stopped so long as the Government gave us money to carry on with; and so far from a million pounds a year being regarded as



something which we could not absorb, because there was not labour, we actually spent one and a half million pounds in one year on duplication work; in 1913 we spent £1,042,000; in 1914, £1,259,000; in 1915, £1,460,000; 1916, £1,220,000—and we would have gone on at that rate of expenditure if the Government had found the money, but in 1917 the Premier told me personally, "I am going to reduce greatly the amount of money that you can have for duplication purposes, because I want to spend that money in connection with the construction of new railways, and from now on you will get less money for duplication than you had formerly." That is one of the reasons why you have seen so many places in New South Wales where duplication works were carried up to a certain point and yet not completed.

4095. With regard to the railway station at Milson's Point, it is hardly necessary to refer to it. The railway station was built at Lavender Bay, at the present site, because at that time the Government had passed a bill for the erection of the North Shore bridge, and as the old Milson's Point station was right on the site of the northern pier, the Railway Commissioners said, "We will have to get out of the way to make room for this bridge to be built," and so we built a temporary station at Lavender Bay, and we spent a certain amount of money on it, and the money that was then spent is being used to-day, because the same platform and the same roads are being used to-day for the existing station, and we are fortunate in that matter, because the work that was carried out at that time, when wages were very low, would have cost much more at the present day to do.

4096. Mr. Binnie then makes reference to his own loss in connection with the movements of stock. He states that last year a truck of his cattle was consigned to Flemington for sale that were sold at Newcastle; that another truck was consigned to Newcastle that was sent to Flemington. That was a case of cross-ticketing, and there is this much proof that it was careless cross-ticketing on the part of Mr. Binnie's agent and another that that agent himself paid half the claim that was put in by the man whose stock was sent to Flemington. Mr. Binnie himself gained by the fact that his stock went to Newcastle, because he got a higher price there than he would have got at Flemington; whereas, on the other hand, the other man got a lower price because of his stock going to Flemington. He therefore had a claim, which was paid, half of it by Binnie's agent. The other case that is mentioned is in connection with another cross-ticketing from Hornsby to Gosford. There again the case was analogous, because the information we have is that the agents loading this particular stock had done what was done in the other case, *i.e.*, given the wrong numbers of stock trucks—and it was a trifling affair really, because there was only a few hours' delay in having the thing put right.

4097. At question 3128, he charges that we are employing too big a staff, because he asserts that there is no necessity for a platform at Brayfield, because Willow Tree station is so close. There are two places at Brayfield—one is a platform for public services, the other a crossing loop some distance away for train-crossing purposes. The loop that was put in for train-crossing purposes is essential to enable us to get the traffic through that line, and therefore it is necessary to have a staff, and to have three men there in order to comply with the award, which states that we shall not employ a man continuously more than eight hours, and as we are crossing trains at intervals during the whole twenty-four hours we have to keep three men employed there, or else convert it into an automatic crossing loop, which would involve delay perhaps to some important traffic. I think that is all I have to say of Mr. Binnie's evidence, except to remark again that his knowledge of railway matters is limited to his own State, so that he does not know much about organisation or railway operation elsewhere.

4098. There is one trifling thing on page 124 referred to in Mr. Clifton Love's evidence. He says there is a difficulty in locating trucks, with consequent loss of time at Darling Island. He says that a man goes over there with a load, and finds difficulty in knowing into which truck he is to load. That is where they are loading goods into trucks and not on to the stage. As to that, I have not heard of any difficulty there. We have a head porter and a leading porter and two receiving porters there, who are constantly employed to give the fullest information to people who are consigning stuff. That is only a trifling matter, and I have not heard of any other complaint in that regard.

4099. The next case is evidence tendered by Mr. Herrod at page 128, questions 3230, 3231, and 3232. He makes an assertion that fruit is not carefully handled by the Railway Department. He says, "We have drawn attention to it on several occasions, but the department has expressed anxiety to assist us, but will not go so far as to make it an offence against the people responsible." Well, it seems to me in that connection that the responsibility really rests upon the owners of the fruit themselves, because that fruit is loaded at the leading point by their agents or the owners, and at the unloading point it is unloaded by those agents to whom it is consigned. There may be some cases in which there is a transshipment, but those would not be numerous. So that the whole of the handling complained of is really by the fruit-owners' own agents. That witness refers also to pilfering. Undoubtedly there is pilfering, but we endeavour to put that down by prosecution, and we have been very successful in the apprehension and punishment of a number of people who have been caught pilfering fruit as well as other things.

4100. At page 131 there is a reference by Mr. Rothwell to certain things at Darling Harbour outwards goods shed. He says, "Going back to the 1917 strike I know in Darling Harbour it became a rule after that strike for porters to receive goods and place them in the truck, but it is very seldom done by porters now, although we pay 8d. a ton plus one-sixth for the porters to place goods in the trucks at Darling Harbour for distribution throughout the different areas of the State." The only thing I can say about that is that I do not know, personally, of any work being done in those outward goods sheds except by our own porters, and our own porters endeavour by all means to prevent anyone else having access to the truck except our own people; that is on account of the fact that some years ago we did have some rather serious losses at Darling Harbour by theft, some of which thieves were undoubtedly perpetrated by carters.

4101. Sir SAM FAY: He mentioned the question of weighbridges and inconsistency in weights?—Yes. I think that one gentleman who gave evidence in connection with this particular group said that he had been down at Darling Harbour himself and had discovered that the weighbridges were doing very good work.

4102. Yes, but that does not do away with the complaints made regarding the difference between the weights at the forwarding and receiving ends?—There is a difficulty about that, particularly in connection with chaff. Take chaff that is cut to-day and packed shortly after and loaded. That truck of chaff would weigh so much on that day, but on its journey down, particularly in the hot weather, that chaff would lose weight through evaporation. The same thing occurs with wheat—wheat coming from the country to the seaside, increases in weight, especially if it is standing long at the seaside. Potatoes lose weight also.

4103. There was a complaint with regard to timber; the loss of weight would not apply to that, would it?—No.

4104. There was a complaint about firewood?—Firewood is weighed in almost all cases over truck weighbridges.

4105. There was a complaint there of being charged for more than was actually conveyed?—I have not heard of any such cases. As far as weighbridges are concerned, there



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are under the Weights and Measures Act, and subject to the control of inspectors under that Act, in the same way as other people, and those inspectors inspect our weighbridges from time to time and put their stamp on them when they are passed.

4106. Sir VINCENT RAVEN: Is that so with all your weighing machines?—All our weighing machines have to be passed by the Weights and Measures people.

4107. At the stations as well?—Yes. There is a reference here to a weighbridge at Richmond, which, the witness says, had never been tested for ten years. Well, I have here a record of the tests made on 28th July, 1921, 7th July, 1922, 31st July, 1923, and 3rd July, 1924.

4108. Sir SAM FAY: Would the inconsistency between the weight at the forwarding and receiving ends, apart from what is caused by evaporation, be accounted for by errors on the part of the employees?—No, I do not think so. Some of it occurs in this way: A waggon will go over the cart weighbridge, and that road waggon may come in from a muddy road and may go on to the weighbridge carrying a lot of mud on the wheels. Then the waggon moves on and the load above is taken off, and in the dry station yard in passing over the metal a lot of the mud is taken off the wheels, and the waggon goes back to tare, and naturally the tare of the waggon when it is taken free of the mud is very different from the load imposed on the weighbridge by the waggon when full. Some of the wheat agents have told me that they have seen such cases as that, but I may say that we are endeavouring all the times to keep our weighbridges in as perfect order as possible; whether they are used for buying and selling purposes does not concern us, but we do try to give both buyer and seller a fair weight. Mr. Thorby said that they desired to have weighbridges at certain places so that they can conduct their business over our weighbridges. Well, these weighbridges are no use to us—we do not need them. The greater part of that trade done in the country is in connection with wheat. Wheat is brought into a station yard and the wheat agent is there to buy. The farmer may be there to sell, and their bargain is made on the basis of the wheat taken over our weighbridge. We try in the interests of both those people to make the weighing as accurate as possible. When going through the country, either I myself or one of my colleagues have a look at the weighbridge in practically every yard, and we test the balance as well as we can to see that it is properly balanced—in fact, I have weighed myself on one of these cart weighbridges and got very close to my actual weight. That would not of course necessarily mean that a load of 25 tons would be as accurately weighed as myself, but we do endeavour, by the employment of competent people, to have the weighbridges maintained in perfectly good order.

4109. Do you not use the cart weighbridges for the purpose of calculating your weights?—In very few cases.

4110. Well then, how do you get at that?—So far as wheat is concerned we take it by bags. The f.a.q. standard is fixed at the beginning of the season, and it may be anything from 12 to 12½ bags to the ton—all our freight is on the basis of so many bags to the ton—it is more convenient than the other way. The chaff is weighed at destination, so that the bulk of the chaff that comes towards Sydney is weighed as it passes out of our yard at Alexandria.

4111. You have not waggon weighbridges at a great many of your stations?—We have a good many. I could not tell you of every station at which we have a cart weighbridge, but we have them at a great many—we have them at every depot station—every depot station has its truck weighbridge I mean—they have them in places like Junee and Harden and Goulburn—and there may be others at intermediate stations that I have forgotten. At Lithgow you saw some weighbridges, also at Bathurst, Orange, and Dubbo, and throughout the State at various station

yards—though not at every one. We have them at points that reasonably meet our requirements in connection with the weighing of trucks in transit.

4112. How about the tare of your waggons?—We tare those at Clyde pretty frequently.

4113. Once every two or three years?—Oftener than that—I think every year—every time they come out of Clyde.

4114. If the tare went wrong, it would account for some of these discrepancies?—Yes, but the majority of our waggons are steel waggons. A waggon which is in great part of timber will vary more in weight than steel; steel does not lose much sectional weight in twelve months, but timber does; in fact, we used to find that in the case of the old timber waggons, particularly if they had fairly thick timber in the side, such a waggon would weigh perhaps half a ton or more when new than at a later stage when it dried out. That was on account of the fact that a great many of our waggons in the past were built of unseasoned timber.

4115. WITNESS: On page 133, Mr. John Baker Rumford, with regard to the differential rate on galvanised iron imported as against locally manufactured, gave some evidence. That applies to other matters besides galvanised iron. The concession rate allowed to the locally manufactured stuff is a rate approved by the Executive as applying to this particular commodity as well as others, and it was given, of course, with the desire to encourage local manufacture. The concession rate has been in operation for about thirty odd years; it was introduced first of all by Mr. Eddy about 1889.

4116. Sir SAM FAY: When you increased your rates during the war, did you increase both the imported and locally manufactured articles at the same percentage?—Yes.

4117. How about the reduction, since?—It has been at the same ratio, and any reduction made would apply to the two commodities.

4118. You have seen the argument that has been used here, viz., that it is no part of the Railway Administration's business to increase the tariff?—That is so. It is not our business really, although we believe that we derive business by the fostering of industries, either of this or any other. There was an analogous rate introduced by Mr. Eddy to foster primary production in the country—i.e., there was a different rate for grain taken in the up direction from that taken in the down direction—wheat brought towards seaboard carried a considerably lower rate than wheat taken to the country. That was done with the object of fostering production. The chief incentive to increase of production in this State has been given really by railway rates rather than by Governmental concession, apart from the Federal Government.

4119. When these rates were first introduced, there was no Federal Government, and therefore no customs duty?—That is so. Each State had its own policy in pre-Federation days; Victoria was then a protectionist State, and New South Wales was free-trade. In the free-trade days there was, naturally, not much protection given to local industry, but the policy of all States now is to reasonably conform to the policy of the Federal Government.

4120. WITNESS: The next evidence I will refer to is that of Mr. Bragg, at page 141. Mr. Bragg seemed to think that the rates for coal from Lithgow had been increased in greater, or as great, ratio as that carried from the Illawarra line. That is hardly correct, because the ratio of increase on the Illawarra line was greater than on the Western line. The rates applying in 1916 and 1917 were 6s. a ton in the case of the Lithgow colliery, and 2s. 8d. in the case of the Metropolitan colliery; in 1920, the Lithgow rate was 9s. 2d. (an increase of 52·77 per cent.), and the Metropolitan colliery on the Illawarra line was 4s. 3d., or an increase of 59·37 per cent. Mr. Bragg seemed to think otherwise.



4121. Sir SAM FAY: His main contention was that instead of making it a percentage increase, it should be a flat rate increase, so that the difference between the selling price should not be more than it was before the increased rates came into operation—his argument being that, although he could stand a difference between the two coals of, say, 2s. per ton, he could not stand a difference of 2s. 6d.—Yes, that is his argument, and that would have meant this: There was a difference in 1916 between his coal and the Metropolitan of about 3s. 4d., and if that 3s. 4d. had been maintained in rate, he would have been charged 7s. 7d. in 1920 as against 9s. 2d.; the increase in his case would have been from 6s. to 7s. 7d., viz., only a little over 25 per cent., while the increase in the case of the Illawarra coal would have been 59 per cent., which I do not think could be justified.

4122. WITNESS: Mr. Herring complains of the rate in regard to fruit. He says that the fruit rate is higher than the rate for grain, potatoes and vegetables. It is higher, because of the fact that the fruit gets faster transit; we carry considerable quantities of fruit by mail trains and special trains running at mail train speed, and we carry that fruit in rather more expensive vehicles than are used for the carriage of potatoes and vegetables.

4123. Sir SAM FAY: Do you charge the merchandise rate for those goods carried by passenger train?—Yes. A little while ago we introduced a very cheap rate for the carriage of fruit, *i.e.*, a shilling rate for a case of fruit anywhere to anywhere, for a half case, and 2s. for a bushel case. That was done to encourage a greater consumption of fruit, and has been taken great advantage of, and will be ultimately beneficial to the producers rather than to ourselves, and perhaps to the people generally—an increased consumption of fruit would certainly be good for the community.

4124. His contention was that 60 per cent. over and above the rate for potatoes was too high when compared with apples?—It seems high to him, but taking into consideration the service rendered there is justification for the difference in rate, especially when you take into consideration the small loads of fruit carried in some cases. If we get a guarantee of 75 tons, we run a special train, and it is a wretched little train to run. In addition to that we run it by mixed train and passenger train, which is a thing we do not do in the case of potatoes and vegetables. A lot of potatoes come from Glen Innes and that locality, about 400 miles from Sydney, and they naturally would not get the same speed per hour in transit as is given to fruit. We are always considering fruit, and it is possible that we may reduce the rate if the business remains good.

4125. This is really an attack on the classification?—Yes, he seems to think that fruit should be carried at the same rate as other primary products, but we have not been able to see our way so far to bring the fruit rate down to those of grains and vegetables, &c.

4126. Sir VINCENT RAVEN: I suppose if you were able to reduce the rates for fruit, you might get a considerably greater quantity of fruit?—No, I do not think that has any effect on the production of fruit. The whole difficulty with regard to fruit is the market. Everyone in New South Wales has known of fruit being allowed to drop from the trees when ripe and to rot simply because there was not a market for it. An overseas market for fruit has not so far been established by New South Wales.

4127. Sir SAM FAY: Have you ever worked out what it would come to per pound from your principal fruit-producing centres to your Sydney market?—No, I could not say what it would be.

4128. I was wondering what difference it would make to the consumer?—Very little, I think. Take a half bushel case. I think they rate their bushel at 60 lb. A half bushel case is carried for 1s., from anywhere to anywhere.

That is twelve-thirtieths of a penny per lb. I do not think that has much effect in connection with those commodities that may be sold at 6d. or 7d. per lb.

4129. Sir VINCENT RAVEN: Not in the lb. perhaps, but it would in percentage?—If we halved our price, the man who wanted to buy an apple in the shop in Sydney would not buy it any cheaper.

4130. No, but it might make a difference to the man who wants to sell half a ton of apples?—Yes, but as I say we have not been able to make any reduction on that commodity so far. If the production increases materially so that we could get 150-ton lots instead of 75-ton lots, we could reduce our rate, and that is a thing that will come later on.

4131. WITNESS: I go now to Newcastle, to deal with certain matters there. Reference was made by the Mayor and others to the unsatisfactory station buildings at Newcastle. In connection with the passenger station of Newcastle, we, some years ago, made a tentative arrangement with the Public Works Department that they should partially reconstruct the wharfage directly opposite the passenger station and build a new wharf further out in the water so as to leave us room at that point to extend our platform accommodation. The Public Works Department and ourselves agreed as to the desirability of doing that, and we made a start to alter and improve the platform accommodation, but could not go very far because we were jammed between the existing wharf and the adjacent street. Perhaps I can explain it better by sketch. (Witness illustrates his point by means of a sketch.) We wanted a station there on somewhat similar lines to the Central Station in Sydney, with the assembly platform at the extreme end of the terminal, with suitable buildings and an entry from Scott-street, and so as to pass a booking office on to the assembly platform. Before we can provide the assembly platform, we have to extend the main No. 1 platform, and Nos. 2 and 3 platforms so as to get length enough to cut off that end (indicating on sketch). We did extend Nos. 2 and 3 platforms to a certain extent and then began to be jammed on account of the wharfage here (indicating). This difficulty has been explained to the Newcastle Council from time to time, and we have shown them the plans of these proposed improvements. They are satisfied with the plans, though not with the progress made—and neither are we, but we have been in the unfortunate position of having very limited funds for the carrying out of works of that kind. The alterations to the station and wharfage would amount to about £100,000, and that amount we have not been able to find, and I think the Public Works Department is in the same position.

4132. Sir SAM FAY: How about the land lying farther up?—That could be utilised if or when we wipe out the present workshops at Honeysuckle Point. The suggestion was made, more than once, that we could wipe out our workshops there and shift them to some other place; sell the land on which the workshops are at present, from which they say we would get about a quarter of a million pounds. That money, however, would have to be written off our capital asset and written up against our working expenses, because it is an asset that will have disappeared.

4133. It is a book entry?—It is a book entry that we have to find money to cover.

4143. I assume that the quarter of a million would be paid into consolidated revenue?—What we would endeavour to do would be to write down our capital by that amount, but still we would have to find a very great sum of money in the first instance to enable us to move all the workshops out of that yard and put them somewhere else, and that is money that we have not been able to find.

4135. Is that vacant land behind the wharves the property of the Railway Department?—No, the Public Works Department. There is a large area of land there, but when opportunity occurs, to move the shops from



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Honeysuckle Point I think the best use that could be made of that area would be to provide proper goods shed accommodation there instead of where it is to-day.

4136. Sir VINCENT RAVEN: I suppose you would never dream of putting your works right on the present site?—No, I certainly would not; it would be far better to move the whole establishment away from there.

4137. Sir SAM FAY: They seem to have a good deal of reason for their complaint about the accommodation?—Yes, there is some ground for complaint, but I think that when our present construction work is completed, the Newcastle Station will be reasonably adequate.

4138. Sir VINCENT RAVEN: Will the people still have to get their tickets at one place and then go out into the street and walk round to the other side of the station?—No. That is what they are doing now, but we are altering that.

4139. Are they going to have a waiting-room?—There will be improved accommodation in respect of that—although the waiting-room accommodation at Newcastle is not greatly used.

4140. Sir SAM FAY: At present all your through trains have to go into that dead end and out again?—Yes.

4141. That would waste time for a through passenger?—Yes. Up till recently the Newcastle people regarded themselves as of such importance that they considered that no train should pass Newcastle without stopping there. They took up that attitude until the last year or two, since when some of them have agreed that it is desirable to have a changing station somewhere in the vicinity of Broadmeadow. That is a thing that will undoubtedly come as soon as we get enough money to provide the changing station.

4142. WITNESS: The mayor of Newcastle makes reference to preferential rates, but as those are dealt with by the Chamber of Commerce as well, it might perhaps be better to deal with them in that connection.

4143. Sir VINCENT RAVEN: Did you notice what they said in Newcastle about tram sheds?—We do not provide waiting sheds in Sydney streets for tram passengers. We cannot provide waiting sheds at every street corner.

4144. They do not ask for them at every street corner?—No. We have a few waiting sheds in Sydney at busy corners like Elizabeth-street—Liverpool-street.

4145. Is not Newcastle rather different? Take, for instance, Broadmeadow—you can hardly compare waiting out there for a tram to waiting in the Sydney streets?—Authority has been given to provide a shed at Broadmeadow.

4146. Sir SAM FAY: It is there now?—Yes.

4147. Sir VINCENT RAVEN: But in Sydney you have sheds. I noticed one at Rose Bay?—Yes, we have them at places like that, where considerable numbers of people may join the tram or have to wait some time, but I have travelled a great deal by tram and have never felt the need of a waiting shed.

4148. WITNESS: I do not know whether you want any information with regard to the evidence given at page 149 by General Paton. He says: "We contend that the existing system of tapering rates is on a wrong basis, in that produce is carried over the last 100 miles, from Newcastle to Sydney, for practically nothing, and that they are inequitable in that they should cease when exportable produce reaches a port at which it can be shipped."

4149. Sir SAM FAY: That attacks the principle of the tapering rate?—The tapering rate is perhaps more vital in Australia than in most places. We have a lot of country that lies roughly 700 or 800 miles from the seaboard, and we will never get that area occupied if we have very high rates in respect of it. I mean, you want to put the producer who is 500 miles from the seaboard as nearly as possible on the same basis, qua rates, as the man who may be 800 miles away, otherwise you are not going to occupy the area that is 800 miles away. That is

one of the reasons why our taper may be a little steeper than that which applies in ordinary cases. There are some commodities on which the freight rate for 100 miles, as between 300 miles and 400 miles, may be only 1s., but it does give an opportunity for the development of those areas which are 500 or 600 miles away.

4150. Is there any difference in the tapering rate from the northern area to Sydney as compared with the southern and western?—There is a little difference, on account of the sea competition, but in respect of that item which General Paton put forward, he did not state the case quite correctly. He says that the association stresses the point that the Railway Commissioners are not charging the same rate from Sydney to places on the southern and western lines as they were charging to towns in the north and north-west. This policy has been continued, and under the present schedule of rates the Commissioners charge considerably less for goods carried from Sydney to the north and north-west than they do for goods delivered at towns in the south and west, the latter rates being the same as those from Newcastle to places in the north and north-west. That is a different question from the one he started off with.

4151. The first point he made was as to the rates from the interior to Sydney—that deals with the rates out of Sydney?—Yes. There is no difference between any of the northern places to Sydney and anywhere else—i.e., a ton of wheat from Tamworth, which is roughly 280 miles from Sydney, would cost the same as a ton of wheat from Temora, which is about the same distance, although Temora is in the south and Tamworth in the north.

4151. Would that apply to Newcastle?—If they sent grain to Newcastle it would cost about 1s. 9d. less than bringing it on to Sydney—that is from the northern area.

4153. And if they sent it from the south, Sydney would be in precisely the same position as Newcastle is now?—Yes. Of course, a man who was consigning wheat from Temora to Newcastle would get the advantage of the fine taper at the extreme end—i.e., that would be a 380-mile journey from Temora to Newcastle, and the cost from Sydney to Newcastle in that case would probably not be more than 1s.—it might be less.

4154. That is to say, if such a thing happened, Sydney might come forward with the same argument that Newcastle is bringing forward now?—Yes, exactly, and as a matter of fact it has come forward with that argument—we have wheat brought from the southern border and sent to a Glen Innes mill for milling purposes, and the flour so produced is carried on into Queensland.

4155. Will you deal with the other question of the rates out of Sydney being less than the rates out of Newcastle?—Yes. The rates as shown here may be misleading. He shows here in separate columns the rate from Newcastle to stations in north and north-west; and the rate from Sydney to stations in the south and south-west; and then he shows in the second column the rate from Sydney to stations in the north and north-west. He gives a distance of 150 miles, where the charge apparently from Newcastle is £4 5s. 6d. and from Sydney only £3 10s. That is first-class. Well, that is not correct, because the charge of £4 5s. 6d. from Newcastle for a distance of 150 miles north could compare with the rate of £5 6s. 3d. for the same commodity carried from Sydney to the same station. I will take Werris Creek, which is roughly 150 miles from Newcastle. Newcastle people could consign to Werris Creek a ton of first-class goods for £4 5s. 6d.; the Sydney merchant would have to pay for the same stuff to the same place £5 6s. 3d., the difference between £1 0s. 9d. between Sydney and Newcastle.

4156. His complaint was that merchants sent goods from Sydney into the Newcastle area and the north-west and were charged a less rate than if they sent it a similar distance southward from Sydney?—Yes, that is true, and that is on account of the sea competition. There is a minimum fixed for a commodity as far as Newcastle, but



it is a minimum really in the case of the Newcastle trader: that is, the Newcastle trader, if he were importing goods and landing them in Newcastle, he has an advantage of at least £1 0s. 9d. over the Sydney merchant for northern business.

4157. Would not it apply between Newcastle and Sydney as well?—No, because the traffic as between Newcastle and Sydney is low-grade stuff—wheat, for instance.

4158. The suggestion is that you put Sydney into competition with Newcastle on more favourable terms to Sydney than you put them when they are sending stuff south; your answer to that is that you have sea competition between the two places, and that that governs your rate?—Yes.

4159. Do you not charge the same rate for merchandise from Sydney to Newcastle as from Newcastle to Sydney?—Yes.

4160. Those first two columns, as I understand them, mean that the rates from Newcastle to towns in the north and north-west, and from Sydney to the south and south-west are identical, are they?—Yes; but it has not been placed in such a way as to tell the exact truth, because, setting these figures against one another, it would look as if the charge from Sydney to a point 150 miles north of Newcastle would be £3 10s. as against £4 5s. 6d. from Newcastle; whereas the actual charge for a ton of goods from Sydney to 150 miles north of Newcastle, would be £5 6s. 3d.

4161. I think these tables are intended to show that from Newcastle and Sydney the rates are identical to certain areas, but that when you come to the rates from Sydney to the Newcastle area, are very much lower. That is what is amounts to?—Yes, that is so; it is correct in respect of a certain class of goods, on account of the sea competition, and that is the reason for the introduction of that rate.

4162. How far would the north and north-west take you—to the Queensland boarder?—Yes, any distance. Of course, the difference becomes much less, as pointed out here, after you pass a certain distance.

4163. It is only for the shorter distances that it applies?—Yes.

4164. After you get to 325 miles, they are practically the same?—Yes. There is always that constant difference of £1 0s. 9d. in favour of the Newcastle man as against the Sydney man for first-class goods, and a difference of £1 4s. 6d. in respect of second-class goods.

4165. On the face of it, it looks as though the rate from Sydney to a place 200 miles north-west would be less than from Newcastle to the same place, a distance of 150 miles?—No, I do not think that could occur, because the absolute minimum is £3 10s. per ton, and the difference between the rates for Newcastle and Sydney is at least £1 0s. 9d. A station which is 200 miles from Newcastle, would be 300 miles from Sydney; 150 miles from Newcastle would be £4 5s. 6d. from Newcastle; that same station would be 250 miles from Sydney, and that would pay £5 6s. 3d.

4166. Would this apply out of the Glen Innes district, in the areas where they cannot get from Newcastle except by coming down a long distance south?—No. Newcastle to Glen Innes is due north.

4167. I was thinking of the line beyond there to Narrabri?—In the case of cross-country lines, of course the traffic could be carried—no, I do not think traffic could be carried out to the west and up through Dubbo and across to Werris Creek. Take the freight: from Sydney to Werris Creek, is roughly 250 miles, and that is £5 6s. 3d. (*showing map to Commissioners*). The rate from Newcastle to Werris Creek is £4 5s. 6d., and that means that it costs the Sydney man £1 0s. 9d. more than the Newcastle man to send his stuff to the same point, and yet there is 100 miles difference between the two places. That 250-mile rate compares with the 150-mile rate from Sydney.

4168. When you come to a distance of 50 miles between the two, you are charging less for the longer distance?—Yes.

4169. There is no doubt that in the minds of the people of Newcastle, Sydney is unduly favoured?—It is favoured a little, but there is that margin in connection with down traffic, and there is very little margin in connection with the up traffic. I ought to mention one thing: take the case of wool. If the difference so far as wool is concerned were £1 per ton as between Sydney and Newcastle, the probabilities are that that wool would still come on to Sydney. Some years ago a great deal of wool was brought by train to Morpeth, and there put on board steamer and brought to Sydney, but nowadays the railway rates are sufficiently attractive to the wool people to warrant their carrying the wool by rail all the way.

4170. Sir VINCENT RAVEN: What about grain which they could send away from Newcastle?—The position so far as the industry itself is concerned is this: there was a proposal made years ago to establish terminal silos for the shipment of grain in bulk at Newcastle. The estimated price of those silos was between £350,000 and £400,000. The interest on that sum at 6 per cent. would be about £20,000 a year. So far as the industry is concerned, it is far cheaper to have that wheat brought on to Sydney and shipped from Sydney than to ship it from Newcastle, because the total production of wheat in a good season in the northern area is about 100,000 tons, which at 1s. 9d. would be about £8,750. That industry would have to bear the interest burden in respect of shipping appliances at Newcastle if it were handled there.

4171. But there must be shipping appliances at Sydney?—Yes.

4172. They still have to bear interest on capital?—Yes, but the position at the present moment is that the accommodation at Sydney is more than ample to deal with the whole of the grain production of New South Wales. We have a terrific storage capacity of roughly 6,500,000 bushels at Sydney, and the amount produced in the northern area is a drop in the bucket.

4173. Sir SAM FAY: Is there anything in the market question here; where is the wheat sold?—That is another matter. There are some people in the country who say that the home market is the best market. If the home market is the best market, then obviously the best market is where the people are; and the people are in Sydney.

4174. Sir VINCENT RAVEN: Do they not export wheat?—Yes. It seems to me that the industry itself gains by the fact that there are first-class shipping facilities in Sydney, which could not be provided at Newcastle without a very large expenditure, and I do not personally consider that that expenditure would be justified, because of the interest bill involved in comparison with the very small saving to the industry.

4175. Sir SAM FAY: Are these grain silos under the Railway Department or the Public Works Department?—They are under the Department of Agriculture.

4176. I understand that these rates which are applicable from Sydney to stations in the north and north-west are applicable to traffic from Newcastle to Sydney and the neighbourhood of it?—If anything is consigned from Newcastle, say, to Narrandera, the rate for that commodity from Newcastle to Narrandera would be the same as the rate from Sydney to a point 100 miles further on than Narrandera.

4177. I was looking at the fact that you have these rates in operation here, say, to Singleton as against the Newcastle rate, and when the traffic is sent from Sydney, as those same rates apply—say, to Katoomba or to Richmond?—If Newcastle wanted to send stuff to Katoomba, that would be 167 miles, and they would pay the ordinary rates for 167 miles.

4178. Would it be on the basis of your Sydney north rates?—No; Sydney south rates.

4179. On the face of it, it looks as if they have some complaint?—On the face of it it does. We had to introduce, in connection with the North Coast, some modification of rates so as to secure as much trade as we could from the coastal steamers.



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4180. It occurs to me that the steamer competition would be equally applicable to Newcastle as against this area, as to Sydney to that area?—Yes, but Newcastle loses nothing in comparison with Sydney if it wants to do business in the south or west; it only loses its geographical position in relation to those southern and western places—it is 100 miles further away. The same thing might be said of Sydney.

4181. These coastal steamers go from Sydney to Newcastle and all the way up the coast, I suppose?—Yes, and there are a great number of places on the north from which we get no traffic, because it is steamer borne.

4182. Sir SAM FAY: I think I understand it now, though I must confess I did not quite understand it before.

4183. WITNESS: I do not know whether you desire any information on his evidence in which he says that the flour-mill at Glen Innes has been closed down. The freight on flour from Sydney to Glen Innes is so much. I have mentioned that we used to have up and down rates, and we decided to eliminate the down rate and make a uniform rate for all grain. Prior to doing that we had a discussion with representatives of all the millers in the State, because we realised that their industry might be affected by a modification of the old rate, and after discussing the matter on two or three occasions with the millers, they agreed that the fair thing to do would be to allow a uniform rate for wheat and a uniform rate for flour, and allow the rebates to apply really from anywhere to anywhere. It is not a rebate, in reality, it is a break-of-journey charge. A man might buy wheat at Berrigan, down on the Victorian border, and convey it to Goulburn and mill it there, and carry the flour on to Sydney and sell it there. Well, we allow them a through rate from the point where the wheat is loaded to the point where the flour is ultimately discharged. We allow him a through rate, plus break of journey charge—i.e., we charge him 2s. per ton for break of journey. It is called a rebate here, but is not really a rebate.

4184. Sir SAM FAY: That is to the advantage of the inland miller?—The inland miller has said that he is not so well off as the man at the seaside, because the man at the seaside can get his wheat from the same point—Berrigan—and Brunton, in Sydney, can get his wheat at the same point and he brings his wheat here and can distribute his product by motor lorry all through the suburbs, and there is no break of journey as far as he is concerned.

4185. Is the rate for wheat and flour the same?—Yes. I did hear that the Glen Innes miller was buying wheat in the southern areas and was taking away a certain amount of the Queensland trade that some of the city millers had formerly had, and the city millers thought that they had a grievance on account of that fact.

4186. I would like to know if it is a fact that this man had been closed down?—I have not heard of it.

4187. They say that the rates at Newcastle for coal have been put up out of proportion to the increase in other places?—Perhaps I can deal with that in connection with Mr. McDonald's evidence.

4188. Sir SAM FAY: Very well.

4189. Sir SAM FAY: There is an anomaly of fares mentioned by General Paton, on page 153. A man might go from Sydney to Goondiwindi and pay so much, whereas a man from Maitland pays more?—This is really a matter that concerns Queensland, but does not concern us very much. I do not know why Queensland appears to give such a considerable concession to a man who goes through from this end travelling on to Goondiwindi direct.

4190. There being no through fare from Newcastle?—It is an arbitrary fare between Sydney and Brisbane of £4 4s. That is a matter of agreement between the States. On any journey that is taken to Wallangarra we get our mileage proportion of the £4 4s., and Queensland gets

the balance. If, after passing Wallangarra, they carry a man on to Goondiwindi for a certain price, of course that is their affair—I do not know what they do.

4191. If I remember rightly, it would pay them to come in to Sydney and rebook?—They might do that. He said that a man who travelled from Maitland to Goondiwindi in Queensland had to pay £4 4s. for a ticket to Warwick. He would obviously do that because the through fare is the minimum fare from any place in New South Wales to Queensland. Then he has to pay another 24s. for a ticket to Goondiwindi, or £5 8s. for the whole journey, whereas a friend of his paid from Sydney to Goondiwindi only the £4 4s., I think he said.

4192. Sir VINCENT RAVEN: And travelled 119 miles further?—That is what I cannot understand, why the Queensland people should carry that man from Wallangarra to Goondiwindi.

4193. Sir SAM FAY: Are not the through fares from Newcastle the same as they are from Sydney to Queensland?—Yes, but £4 4s. is the minimum to Brisbane. Warwick is the same price. Of course, the Queensland people could alter that if they chose, but they say no, £4 4s. is the minimum. A man may go on to Brisbane, but if he stops at Warwick he pays the same fare as if he was going through to Brisbane.

4194. You have not a general system of rates except between the capitals?—We have a few interstate rates.

4195. At Wagga they complain that the rates between Sydney and the south are altogether out of proportion to of course, again, there is the arbitrary rate. This arbitrary rate as between the capitals was introduced merely to cut into the sea competition. It is an arbitrary rate, no doubt.

4196. Is there any intention of making through fares between the various States apart from the capitals?—I suppose we will have to consider that in the course of time. We cannot very well discuss effectively the question of interstate rates on goods, but we can discuss the question of interstate rates for passenger traffic, and we can fix scales. That is a thing that I daresay we will have to do some day.

4197. It would get rid of a lot of complaint?—It would.

4198. It is a little difficult to understand how this could happen if there are through fares from Newcastle to the same places as there are through rates from Sydney?—Yes.

4199. He said, "It would pay me to go to Sydney and rebook"?—That is so.

4200. If there are through fares from Newcastle the same as there are at Newcastle that would not occur?—There seems to be something exceptional about the Queensland side of the business; there is something that I do not understand there. Their explanation does not make it clear. I wired to Queensland to see if I could get any explanation of that, but all they could give me was that their first-class fare from Warwick to Goondiwindi was 22s., and yet Warwick to Goondiwindi—one man who travelled from Sydney and booked to Warwick and paid £4 4s., went on to Goondiwindi without paying anything more, and the other, who went from Maitland, booked through to Goondiwindi, and he had to pay so much more. I admit that I cannot understand it.

4201. Are you aware that it is a Newcastle grievance?—Yes, with regard to a particular individual. I suppose the travel from Newcastle to Goondiwindi might amount to about one in twelve months; I do not know that it would be very much more. I do not know whether there is any information you want with regard to Mr. Whalan's evidence. He made some complaint about the printed form, I believe.

4202. There is one thing I would like to ask with regard to the Newcastle evidence. We have had sent in by one of the officials of the Newcastle Chamber of Commerce, who was appealed to at the time, some statements with regard to the classification. He sent in a list of changes



which, he thinks, ought to be made, and I gather from the accompanying letter that he had sent the list to you a year or two ago, and that you had met some of the matters therein referred to. He is complaining generally in regard to the classification?—I do not recall his application.

4203. I find that the name is Mr. Tickle, and he says that jam is one of the items that ought to be reduced. Of course, we quite recognise that nobody, either in America or England or anywhere else, has ever yet framed a classification that has given universal satisfaction. Everybody wants to be put in the lowest class. Of course, there are classes where the complaint might be legitimate—where the articles of somewhat similar character are conveyed under somewhat similar conditions?—I take it that we, like you, are constantly making changes. We have made very many changes, and we are constantly making them from one classification to another. It is rather difficult to go through the whole book and re-classify everything, because if one did that there would be much more complaint than gratification expressed.

4204. There is this peculiarity about the evidence we have had on this subject, that in Sydney they are satisfied with the classification; that is the evidence?—There are comparatively few complaints with regard to the classification. Goods are changed from one classification to another constantly; I suppose that is being done on every railway system almost every few weeks.

4205. I daresay that is being done all over the world?—That is so.

4206. Will you deal now with Mr. Whalan?—Yes. In the first instance I want to say that the printed form in regard to coal was of a certain character. He says that in 1923 he offered to supply so many thousand tons of coal, and that we did not accept the quantity he tendered for. That is true. We did not accept his tender for all the quantities, but offered, on account of the fact that we could and did get from the western areas coal which reasonably met our requirements at a very much lower price to do certain things. That brought down our possible consumption of Illawarra coal to a comparatively small tonnage. He says at the same time, "We are penalised if we do not supply." I cannot recall a case of any colliery proprietor having been penalised for not supplying the coal that he intended to supply.

4207. But you would expect him to supply up to the quantity he promised to?—Yes, but in some cases they have not done it, just a few cases. They have not, however, been penalised for failure. We cannot always take the maximum quantity that we may think it is possible we will require on account of a shortage of business setting in, or something of that kind. Poor business may reduce the total quantity of coal used in the area greatly below anticipation.

4208. Sir VINCENT RAVEN: Have you a minimum quantity which you guarantee to take?—No; we put in the approximate quantity required.

4209. Sir SAM FAY: I see that he is complaining about a shortage of trucks?—I am sorry to say that there is ground for that complaint. At present we have not sufficient hoppers to meet everybody's demand, but that will be removed to some extent by the provision of additional new waggons with which we are carrying to-day a very large quantity of coal. I think we will be able to relieve the situation in the course of the next few months, because we have some 250 new "U" waggons on order at present, and a great many of those will be delivered before Christmas, I think. He goes on to say that in times of distress the trucks from the South Coast are deviated to where they may be required for carrying fodder or starving stock, which is not quite right, as hopper waggons would be totally unsuitable for carrying either fodder or starving stock.

4210. Will you now deal with Mr. McDonald's evidence?—Mr. Charles McDonald speaks of the 6d. a ton cramage

particularly, though he also makes other complaints. The position with regard to the charge for cramage is this. I think I would rather take first his reference to the freight rates contained in questions 3678, 3679, and 3680. There the evidence is as follows:—

Q. You recognise, consequent on the increase in wages and cost of living, there had to be an addition to the railway charges. A. Yes, but I think they have picked out the coal industry. I think the facts will show we were very hardly dealt with in the incidence of the charges. The increase of nearly 200 per cent. in one case, and 111 per cent., I think it is, on the bulk of our trade, is rather harsh treatment. They say we put up the price of coal. We did not put it up. The Government put up the price of coal in order to meet the increased wages in the mining industry. That increase in the price of coal was nothing like they have charged us.

In August, 1917, the price of coal to the railways at the East Greta Junction would be about 13s. 10d. In August, of this year the price would be 19s. 10d. or 19s. 11d.

Then, at question 3679, he said:

In August, 1917, the price of coal to the railways at the East Greta Junction would be about 13s. 10d. In August of this year the price would be 19s. 10d. or 19s. 11d.

I think that Mr. McDonald really suppressed something that he should have said. There was an increase from 1914 to 1917 in the price of coal from 8s. 8d. in 1914 to 13s. 10d., as he states there, in 1917. That is an increase of slightly over 70 per cent. during that period; although we had to pay 70 per cent. more for his coal we did not charge him any higher freight rate than that of 1914. We did make the increase in respect of freights on other commodities, but coal momentarily escaped. So the same rate applied in 1917 as in 1914. He would seem to want to lead you to believe that the actual increase in coal which would entail increase in freight rates was only from 13s. 10d. to 19s. 10d., or 19s. 11d. As a matter of fact, the increase which hit us was from 8s. 8d. to 20s. 2d., an increase of 11s. 6d., or about 130 per cent., and that 130 per cent. increase in price caused us to deal with the coal commodity under conditions similar to those which obtained in regard to other commodities. In respect of other commodities we imposed an increase of round about 54 per cent. In the case of coal, the increase has been: departmental trucks, 51·75 per cent., and in the case of owners' trucks, 50·3 per cent., no more than the percentage increase in respect of other commodities.

4210A. In the statement made at question 3678, has he not included the 6d. on the cramage to make up his figure?—Yes, he said that the 111 per cent. includes the extra 6d. cramage because the actual increase was from 1s. 1d. to 1s. 10d., a difference of 9d., or considerably under 100 per cent., the balance being made up in the shipping rate.

4211. Sir VINCENT RAVEN: Does he not say that he does not get any on his coal prices, that it is really on account of the increase to the men he has to pay—that is what he says?—He does not get any advantage from the higher price for coal.

4212. He does not get any advantage from the higher price for coal, but he only gets the increased rates that he has to pay his workmen?—I am afraid that I can hardly credit that. As a matter of fact, we have a coal-mine of our own, and consequently we know something about the cost of producing coal under conditions which are not equal to the conditions obtaining so far as the Greta field is concerned. We produce our own coal from our own mine at Lithgow, a mine not fully equipped, at a price of 11s. per ton, and that price includes 5½ per cent. to 6 per cent.—6 per cent. I think—on the capital so far invested in the mine. It includes considerable percentages for depreciation. It includes payments for holidays—which no private mine-owner pays—it includes payments for sick-pay and accident pay higher than any private mine-owner pays. Our miners earn something like £2 odd per day, and they are working on a seam which is certainly no less difficult to extract the coal from than the



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Greta seam. If we can produce coal under those conditions in an imperfectly equipped mine for 11s., I do not know why, on the Greta field, they cannot produce coal at a handsome profit at considerably less than 19s. 10d. or 19s. 11d. He did go as high as 20s. 2d.

4213. You have got a good line to compare with, of course?—That is so.

4214. Without that, one could not give an opinion?—That is so.

4215. Sir SAM FAY: Will you now deal with the question of the 6d.?—With regard to that matter they mentioned a man named Hestellow who, at one time, was our contractor for the shipping of coal. He charged us 1½d. for the labour involved in lifting the hoppers from their bodies and swinging them over the ship and knocking out the keys, that is, tripping the hopper and discharging the coal. That was the only charge that was imposed by the Railway Department in respect of shipping. There was no charge made at that time for the power which we had to develop, for the interest on the capital invested in that power-house, on the reticulation of water mains, and so forth, or on the maintenance of those water mains. Power was not taken into consideration at all. It was merely the labour charged at the ship's side. It was stated in this evidence that Hestellow would to-day be glad to take the contract at 3d. a ton. If he did, and if we charged what I think we are fairly entitled to charge, the cost of the power involved in lifting these truck bodies and swinging them over the ship, we are entitled to charge the interest on the capital we have invested and for the development of power, which comes to approximately another 3d. a ton, making 6d. They complain because we charge 8d. in respect of the two-box cars. These little box cars, which hold about 4 to 4½ tons each, cost us just as much to lift as if we were lifting 15 tons. We have to make two lifts in the case of one waggon as against one lift with the ordinary hopper.

4216. Were the appliances in 1916 precisely the same as they are now?—No, since 1916 we have had the electric cranes. I think the electric cranes were hardly complete in 1916. Some of the cranes on the inner basin in 1916 were 12-ton cranes. We spent money in converting the 12-ton movable cranes in the inner basin to 15 tons. I think those electric cranes were just about completed in 1916 or 1917.

4217. What he pointed out to was that your publication of your merchandise and live stock rates in December, 1916, distinctly said that the rates covered the cramage at Newcastle?—Yes, that was stated.

4218. When did you commence to charge the rate for cramage.—I think only a year or two ago; about two years ago I think it was.

4219. Prior to that they got the advantage of the power for nothing?—That is so.

4220. Do I understand you to say that you made the charge for the cramage, or did they make arrangements for the work that was performed?—No, we handled all the trucks. Every truck was put over the ship. When it is over the ship then it is out of our control.

4221. When it is under contract?—We paid the man who was our contractor.

4222. And it was included in your rate?—Yes, but we made no specific charge for the shipment of coal. That would be quite all right under conditions which obtained then, because that was a time when wages were very low, when a profit could be earned on the business without very much effort, and some commodities escaped taxation in regard to which taxation should have been imposed. When we had to look into the question as to where or how we should impose higher rates so as to meet the ever-increasing burden imposed upon us, we tried to do it logically, but it seems to me that in dealing with coal in this way we were not altogether illogical, and we did not specially penalise that particular commodity, because we only asked it to pay what was involved.

4223. I suppose the bulk of the coal was only conveyed about 20 miles?—The bulk of it to-day is from the Greta field. The greater part of the Newcastle consignments come from the Greta field at Maitland.

4224. About 20 miles?—Yes, 20 miles haulage, as far as we are concerned.

4225. It does not come to very much for a trainload?—That is so. We have a very big storage sidings established at Port Waratah. Our train goes there, and we have to shunt about and take that round to the ship. There is considerable capital involved in regard to the feeder sidings. We have to bring it all the way by shunting engine.

4226. And by horses?—Yes, at present we have horses, but we intend putting in caterpillar tractors to eliminate the horses. The caterpillar tractor is going to be a really first-rate proposition.

4227. Better than the electric capstan?—Yes.

4228. But you would want a good deal of room for it?—We do not want to make much hard road for caterpillar tractors. We have used them elsewhere with great advantage and considerable savings under conditions which will obtain to some extent as at Newcastle. We have experimented with one so satisfactorily that we intend to eliminate the horse altogether, and put tractors right through. We expect to save from £8,000 to £10,000 a year in that way.

4229. Sir VINCENT RAVEN: And do away with the horses?—Oh, yes.

4230. Sir SAM FAY: There is a complaint in regard to the shortage of locomotives?—Yes, but I think it is unfounded. I think he said that the business increased by 50 per cent., but there was no increase in the number of trains or in the capacity of the engines. That is not quite true, because the coal industry does not show any definite tendency to permanent increase. I have some figures here which the members of the Commission may like to peruse.

4231. I have looked at them, and they certainly do not show any great improvement in the Newcastle district?—I have just taken months from 1921 to 1924. The maximum in October shows that we shipped 265,000 tons from the Greta field. That is in October, 1921. In March, 1922, we handled 319,000 tons. In June, 1924, we handled 311,000 tons. There was one high period in the interval in September, 1923, when we got up in one month to 348,319 tons, which is the record for that particular field. However, in December, it dropped down to 249,000 tons. There is a figure of 356,000 tons in March, 1924, and that was a big one. In June it dropped to 311,000 tons, which is no more than it was in March, 1922. Of course he does say at question 3696 that the output has been increased by 50 per cent., but the output has not been met by additional trains. As to that, I say the output obviously from those figures has not increased by 50 per cent., but the output has been met by the provision of eight additional trains per day. Two years ago only 51 per cent. of the engines employed in the Newcastle trade were high-powered engines of the T class type. That percentage has been increased lately up to eighty-five. There is an increase of 34 per cent. or thereabouts in engine capacity, and a considerable increase also in regard to the number of trains per day.

4232. Of course he does not say over what period the 50 per cent. increase was?—No, I do not know quite how he gets at it, because in 1923 we did not haul any more coal in the aggregate than we did in 1914.

4233. I think he was referring to the whole of the coal area up there?—Even on that I do not say 50 per cent. I do not think the figure on the paper I have just handed the Commission indicates anything like 50 per cent.

4234. That is in 1921?—Since 1921.

4235. What about the pre-war period?—Even prior to the war the total tonnage was equal to what it was in 1923, though there was an increase in 1924 over 1923.



4236. He is complaining about minimum loads, and he says that the minimum loads cannot be carried in the waggons?—That is not borne out by the evidence or by the facts either, because the percentage of loading the waggon to capacity has markedly improved during the last year or two. I have not any figures in regard to that, but I think the ratio of load to capacity has gone up to somewhere about 80 per cent. odd from what it was formerly—somewhere in the vicinity of 60 per cent. or 70 per cent. We have certainly had no complaint from Newcastle. They do not indicate a grievance in respect to the loading of the waggons. They meet us reasonably well, but not as well as on the South Coast and the metropolitan area.

4237. He sent a statement in, and it showed on the face of it that they did not or could not fully load waggons?—I think you gentlemen saw a lot of little waggons loaded when you were up there, and they were badly loaded, too. A lot of their waggons are of very small capacity, and in many cases they are very badly loaded, not loaded up to the stage that they could be. Some of the companies have put on top boards in order to get a better load. We can not force them to do that, but we are endeavouring to get in their own interests really the best load we possibly can on the truck.

4238. Sir VINCENT RAVEN: What advantage is it to them not to fill them?—That it will reduce the cost of carrying a ton of coal a mile, and every reduction that we can secure in that way must react as far as our clients are concerned.

4239. But if the waggon is not filled it gives them less?—If the waggon is filled?

4240. I asked what advantage it was to them not to fill the wagon?—I see—no advantage to them, of course.

4241. Then, why should they not fill them?—I do not know, but they have not done it. We are endeavouring to get them to do it.

4242. Sir SAM FAY: The question is whether you have fixed the minimum too high?—If we do think any company has a grievance in that way we have no hesitation in meeting them and discussing it and coming to an amicable arrangement as to what is a fair load for any given waggon, and we have done that, as a matter of fact.

4243. Then he refers to your siding agreement?—Which, with some very minor modifications, they have said they are prepared to sign.

4244. He says there is a shortage of accommodation at the wharf, but I understand you are not responsible for the accommodation there except in regard to the cranes?—We do not provide it, but personally I think there is ample berthing accommodation and ample crane accommodation for the present business; I do not think any expansion would be justified at the present time.

4245. Unless there is a bigger output?—Unless the output increases very much. I think the immense length of wharfage that you gentlemen saw there and the number of cranes that are there ought to be able to handle very much greater business than we are handling to-day without more accommodation. I am glad that you have given me an opportunity to go through these matters in such detail.

4246. There was some complaint about not being able to ascertain what the through interstate rates were?—They can be ascertained from any of the goods managers or from the traffic manager, though probably a wayside stationmaster would not be familiar with them. I see also that they are in the book. A wayside station manager might make some mistake in dealing with them, but on page 84 of the book the interstate rates from Sydney to Melbourne, Sydney to Adelaide, and Newcastle to Melbourne, and so on are shown.

4247. You have reduced your rates and fares very considerably at various times?—Yes, constantly.

4248. Since 1921, or is it 1922?—We have recently been making reductions, since about 1921. Hardly a week passes without some alteration being made.

4249. And the general effect of it for last year has been that assuming you had not altered the rates you would have an income of over a half a million more?—Well over that, nearly £700,000.

4250. When they all come into operation I understand that the figure is about £700,000 a year?—Yes.

4251. There is a question about the fares that you are charging against the town. Your country rates in regard to fares are higher than your town?—That is so.

4252. What is the argument for that?—The argument has always been that in the city you are doing a wholesale business, and in the country you are doing a comparatively retail business. In regard to a suburban train we may take up to 600 passengers on it. A country passenger train may contain up to a couple of hundred people, but the relationship as between the country train and the suburban train would be approximately as three is to one, that is suburban is to the country in passengers carried per train mile.

4253. But you do not give your country passengers anything more than you are giving your town passengers?—In what respect?

4254. In any way?—Oh, yes, we do.

4255. What do you give your country passenger that you do not give your town passenger?—The country passenger can nearly always get a seat and more freedom than he would get in the suburban car.

4256. He travels by a slow train, and sometimes by a mixed train?—Very likely in some cases by a slow train.

4257. Looking at it from the point of view of the passenger, I do not see that you are giving your country passenger for more money anything more or as much as you give your suburban passenger for less money?—I think we can give him more. We certainly have to lift considerably more tonnage. We have to lift more tonnage to carry a passenger a mile on a country train than we do in the suburban train.

4258. Because of the paucity of the traffic?—Because we might carry seventy people in a suburban carriage weighing 20 tons. We could not put those same seventy people into country carriages that would weigh much less under existing conditions than perhaps 100 tons.

4259. Is that because of the sleeping accommodation?—Oh, no; on account of the relatively heavier weight of the country carriage in relation to the passengers carried.

4260. Sir VINCENT RAVEN: That is not the fault of the passenger?—No, but it is to his advantage. It may be that the thing is illogical, but it would be an extremely difficult thing to alter. The only way to alter it would be to raise the suburban rates so much and reduce the country rates so much. Obviously the city people would make an outcry about that, while the country people would be reasonably well satisfied.

4261. Sir SAM FAY: There is a relatively larger difference between the first and second class fare in the country as against the first and second class fare in the suburbs?—That is so, 33 to 50 per cent. We made a reduction recently. The difference between first and second until recently in the country was in the vicinity of 66 per cent., and in some cases even more than that. That was some few years ago. It was so illogical and unreasonable that we brought it down to the same scale as that which operates in Victoria, 50 per cent. In respect of the suburban rates there is a difference of about 25 or 33 per cent.

4262. Do you not think you have the difference between the two classes too high—the first-class traffic is decreasing?—It decreased on account of various things. We had to make increases in our suburban fares, and as we made the increase certain people transferred from travelling first-class to second. Some people transferred their travel from second-class periodical tickets to second-class workmen's weekly, and so on.

4263. That was brought about by the increased difference in the two fares?—By the fact that the people could



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not afford to pay the first-class fares. The changes were so great that I have been thinking for some little time past of the desirability of having only one class for suburban passengers. We recently made a reduction in the first-class fares for suburban passengers in order to see whether we could gradually gain an increased first-class traffic. If we are successful in that connection we will maintain the first and second classes for suburban traffic, but if we are not reasonably successful we may say that we will have only one class so far as suburban traffic is concerned.

4264. The object you had in view seems to have been defeated by making the first-class fares high?—Oh, no.

4265. You increased the first-class fares with the idea of getting more money?—Oh, no. In order to explain this matter fully it is necessary to go a long way back. I suppose you would have to go back to 1914, or even behind that. There was a marked difference always between the first-class and second-class fares in the suburban area, and a much more marked difference between the rates for first and second class in regard to country travel. They did become accentuated when we made a percentage increase in both.

4266. Because of your increased expenses?—Yes, but the difference became accentuated because, if you put 50 per cent. on a rate that is already 25 to 30 per cent. above another rate it will alter the relationship between the two and increase the difference. To eliminate that we made the change recently in respect of suburban travel, and brought the first-class rates down substantially without in any way interfering with the fares for second-class travel except to smooth out certain anomalous fares.

4267. I suppose the real fact is that you cannot at the present time afford to reduce the rates for country travel?—We could not afford to reduce the country rate to the suburban rate without getting additional revenue somewhere, and I do not know where we would get it. We may be able to alter it gradually, but it would have to be a very gradual process. We may be able to gradually alter it as the financial position or the producing condition of the country improves.

4268. You do run a certain number of excursions and week-end trains round about the Sydney area in the summer time?—Yes.

4269. I suppose you would do more of that kind of work if you had the necessary stock?—I very much doubt it, because we find that we cannot attract such a quantity of business as to justify an increase in the number of those trains.

4270. Would it not be a payable proposition, from the point of view of the Department, to give, say, the Katoomba district greater facilities and possibly cheaper fares?—As a matter of fact, we have tried that on several occasions. During the summer we ran certain excursions last year or the year before. The patronage, however, was simply rotten.

4271. Did you run those cheap excursions all through the summer?—Yes, we ran them for some months, but the patronage was extremely poor.

4272. I believe there have been some complaints in regard to the ladies not being able to obtain their periodical tickets up to 100 miles instead of 50 miles, as was formerly the case?—Those concessions have been granted to business women, and it seemed to us that very few of such women would be residing more than 50 miles from the city, or more than 50 miles away from the place where their business was carried on.

4273. Is that what is known as a residential ticket?—No, a business ticket.

4274. But it would be used for residential purposes?—Yes, used, or it may be abused.

4275. They complain also that the privilege that you concede from Sydney to the Mountains and so on is not

given or does not apply the other way?—That is so, but there again it is a wholesale business for which we cater.

4276. Have you endeavoured to obtain a traffic into Sydney from the country for marketing purposes?—Yes, we have.

4277. Of course, it is only natural to suppose—and we know it to be a fact—that the country shopkeepers object to it, but our experience is that it is a very, very big traffic when you once get hold of it?—As a matter of fact, we did at one time run excursion trains from the western line as far as Bathurst, the southern line from Goulburn or a little further south, the Illawarra line, and some others up to Sydney, giving them the excursion rate. But those trains were not patronised at all well, and consequently we found it necessary to take them off.

4278. Sir VINCENT RAVEN: Are you speaking of the ordinary trains?—No, of special trains.

4279. What about giving a reduced fare one day a week? That has constantly been done on the English lines?—I see.

4280. The part of the country in which I live—40 miles out of London—is provided with a train one day a week, and the people come up at a cheap rate. That privilege is availed of very largely?—I see.

4281. Sir SAM FAY: I understand that you are giving passes to drovers when there are four waggons or more?—Yes, I think the allowance is for four waggons or more, though we have been asked to give passes to drovers for one waggon.

4282. Is it not rather an advantage to have a man in charge on an occasion like this?—It is distinctly an advantage to us if the man does his job.

4283. Sometimes you think they come merely for the ride?—Yes, I think sometimes they come for the holiday trip to Sydney. As a matter of fact, they occasionally neglect their business to such an extent en route that the officers of the S.P.C.A. have to hunt the drovers out of the brake-vans to attend to sheep that may be down. We have known of cases of stock-owners who desired a trip to Sydney obtaining a drover's pass and travelling as a drover, and in such cases as this I do not think that very much work was done en route.

4284. We have a general complaint here in regard to the speed of trains being reduced compared with what the case was years ago. In some cases, apparently, if these figures are correct, the speed has been reduced. Is that in consequence of the difficulty of approaching Sydney with congestion?—No, any change of that kind that has been made is wholly due to the curved conditions which obtain on our main lines.

4285. But did not those curved conditions obtain previously?—Yes. There is no doubt that in connection with some of the southern expresses they were running at a dangerous speed. Of course, there is a speed for curves of a small radius that is extremely dangerous. As a matter of fact, I have travelled in trains where the speed has been very high, and some trains on which you travelled rounded curves of 12 chains radius at 40 miles an hour. There is discomfort in that.

4286. What super-elevation have you put on?—That does not matter; it is the overturning.

4287. But have you not a formula?—Yes; we fix our super-elevation in relation to our speed.

4288. But that does not apply to every train?—It cannot apply on a single line, particularly on a gradient. If you have a single line in a 1 in 40 gradient, your speed up is very much less than the speed down, and in that case you cannot fix a super-elevation that will suit the speed for both journeys. On a double line, however, that can be done all right up to a certain point. All railway companies fix the super-elevation in scientific relation to the speed, your formulas are just the same as ours for that particular calculation.



4289. Of course, there is a limit—there must be?—Oh, yes. Some of the companies fix a maximum super-elevation of  $3\frac{1}{2}$  inches, and others lay down a maximum elevation of 4 inches. I have known a super-elevation up to 5 inches but we have never gone up to it, because we say that a speed which warrants a super-elevation of 5 inches is becoming a dangerous one.

4290. Sir VINCENT RAVEN: You have given some details here of a capital expenditure that you will require up to June, 1930?—Of course, that can only be a guess; it is only an approximation, but it is the nearest approximation that we can give you at the present moment.

4291. Take the item of £3,000,000 upon locomotives that has been put down. It looks like a very big increase in the number of locomotives, somewhere between 300 and 400?—It might look like it, but Australia is a country in which progress must be made. Last year, I think our increase in engine mileage was in the vicinity of 10 per cent. If we were to continue to get a business that warranted an increase in mileage of 10 per cent. per annum for the next six years, that would mean that we would have to increase our engines, because they are doing a fairly good mileage to-day—about 2,000 miles a month on an average. I am looking forward with hope to a very substantial increase in New South Wales of our production. If we got 60 per cent. increase in the next six years, that would mean on our present locomotive stock of 1,300 an increase of 780 locomotives, which we may be called upon to pay for to the tune of about £10,000 each, amounting to £7,800,000. I have not been so optimistic as to hope that we will obtain an increase of 10 per cent. per annum, although past experience to some extent justifies a hope of that character. From 1904 to 1914, the most progressive period in the history of railways in New South Wales, a regular increase of goods business of 10 per cent. per annum was shown, while the passenger increase amounted to  $12\frac{1}{2}$  per cent. per annum. There is no reason why history should not repeat itself in this regard.

4292. Do you say that 10 per cent. increase on 1,300 is 700?—Oh, no; 10 per cent. per annum for six years.

4293. The increase that you would have in locomotives at the end of six years is something like 33 per cent.?—Oh, no; if we got an increase of 10 per cent. per annum, simple interest, that would give us 60 per cent. for six years.

4294. I am turning this into locomotives, and I say for £3,000,000 you would probably be able to get between 300 and 400 locomotives, and taking into consideration the electrification which you have to do in that time it would certainly give you 33 per cent. increase in the number of locomotives at the end of that time?—Quite true.

4295. And it seems a lot?—It may do so, but there is another aspect of the matter. I think you are of the opinion that we should retire a lot of the older locomotives that we have at the present time.

4296. Not on capital account?—No, but it would retire locomotives. If we retire locomotives—wipe them off our stock altogether—if we wipe out 150 of the older locomotives and replace them by those which are working on suburban traffic to-day, simply wipe them out and charge them up to working expenses, as we would do, those 150 that we would wipe out would have a value, roughly, of a couple of thousands each, and possibly £3,000, a total of about £400,000. That sum would be paid out of working expenses for those engines wiped off.

4297. That is so?—But the engines which we have to build would be new engines for a new service, and if we obtained an increase in our business of 10 per cent. per annum we would obviously need to have about 130 new locomotives per annum in order to deal with it.

4298. I do not think, because you get an increase of 10 per cent., it would necessarily mean that you would

want 10 per cent. more locomotives?—It would mean that, because we either have to increase our locomotives or run each of the existing locomotives a very much greater mileage than is the case to-day.

4299. Assume that you are taking fuller trains loads?—What I said was our engine mileage per annum.

4300. And everything fully loaded?—Yes. That is the proposition. In these circumstances, of course, we would have to spend roughly £8,000,000, and not £3,000,000.

4301. Are you as hopeful as that?—No, but I have indicated that by the figures. I have indicated by the figures that I anticipate somewhere in the vicinity of 5 per cent. per annum increase in mileage in order to meet the increased production of the State, and there is no reason why we should not get it.

4302. It looks a large amount?—It does, but I do not think I am particularly optimistic in regard to that estimate.

4303. At any rate you would not get it next year?—We are going to get a big increase in our business between now and next June. There is no doubt that we are going to have quite a difficult task between now and next June in order to meet requirements.

4304. Yes, if you are going to deal with it with the same locomotives and rolling-stock that you have now?—I do not think I am under-estimating the task. We are looking forward at the present moment to one of the best wheat seasons that we have ever experienced in the State of New South Wales. We are going to have a good wool season, and later on, with the natural increase in our flocks, we are going to have a pretty big live-stock business in addition. I think that is quite obvious from the present seasonal conditions.

4305. You think that by 1930 you would require 1,600 engines, at least, plus the electrification?—We may do so, and I am hoping that this country is going to make progress at last, and it looks as if we are setting out in that direction.

4306. Sir SAM FAY: The progress you made previous to the war will, in your opinion, be continued now?—I am hoping so. In a country like this it is most necessary that we should progress; as a matter of fact, we either have to make progress or break down.

4307. Of course, it must not be forgotten that your electrification scheme must be completed within six years?—That is so, and it is a very tough task.

4308. Sir VINCENT RAVEN: Do you not think you ought to be getting on with it?—We should, but I have put those figures not altogether on an optimistic or impossible basis of expenditure, because it can be done if the funds are provided.

4309. Sir SAM FAY: Of course, this is all approximate, but the total amount is £35,000,000?—Yes, but I do not think that is a colossal sum to look at in comparison with the expense of the past. If you take the period from 1914 to 1924 I think it will be found that railway capital increased by, roughly, £30,000,000.

4310. Of course, in that figure you have shown the lines which have not been sanctioned, but which have been passed by the Legislature?—That is so, and I am also including lines which I anticipate Parliament will authorise to be constructed.

4311. Is your assumption that you will get 10 per cent. increase on your present line as it stands, and the lines that are being constructed?—I think that is quite possible. There was no very great increase in actual mileage from 1904 to 1914, but I think the increase in mileage would be somewhere about 20 per cent. There was well over 100 per cent., however, increase in business.

4312. What we have been rather thinking is that you have perhaps got a little too low in the case of your electrification?—Yes, but my difficulty is endeavouring to allocate a sum which should be expended in the coming five



Witness—J. Fraser, 19th September, 1924.

or six years to make conditions for operation reasonably satisfactory, and then allocate that minimum sum in the best possible way.

4313. We rather thought that you would not be able to spend this money, not only having regard to your experience in the past—though we hope, of course, that your financial position may be satisfactory—but we rather thought that you might spend that in seven years?—We could easily spend it if we got the authority.

4314. Do you think that you could complete your electrification scheme in that time?—Yes.

4315. Sir VINCENT RAVEN: You would probably spend the total amount, but perhaps distribute it in a different way?—Conditions may arise which would warrant some alteration in the electrification. It is very difficult for any man to fix an expenditure for six years ahead.

4316. You have a good deal of money for additions to the lines, widenings, and so forth?—Yes.

4317. One's experience is that electrification gives such a tremendous facility that the widenings are not found to be absolutely necessary?—There is very little included for the widening of lines. The expenditure for additions which I have incorporated would be for work such as the completion of our workshops, providing more satisfactory workshop accommodation in certain places, providing for improved accommodation at many stations. New South Wales is a fairly big area, and there are many places throughout the State where better accommodation is required for the convenience of the public. In that connection we have been spending on additions something in the vicinity of £500,000 a year for quite a long time past, and we have not been spending as much on additions as I would like to do. Water supplies throughout the State is a matter on which I should like to spend straight away, if I had the money, £500,000 at least.

4318. Your traffic certainly does show a great deal of vitality from period to period, and, of course, the results have been satisfactory, and higher than in most places. As you know, you have not made the reserve, however, which is usual with companies?—No, we have been in a rather tight position to pay our way and pay our interest bill.

4319. Do you not think that the building of workshops is of the very first importance?—I do, and that is why I stress that as being one of the things we should deal with as speedily as possible.

4320. Sir SAM FAY: That would, no doubt, make for economy straight away?—Yes; we have started on Chullora, and when we have succeeded in getting Chullora into a reasonably satisfactory working condition, we can improve workshop accommodation elsewhere, but that is the first place requiring attention. Our permanent-way shops are much better. I believe that you gentlemen have seen our permanent-way shops, and I think you will agree that on the whole we are producing from those shops fairly satisfactorily and under fairly good conditions. I should like to spend money at certain places, particularly at Goulburn, but that must wait until we have the money.

4321. Sir VINCENT RAVEN: Your carriage shops want renewing?—They certainly do. Of course there is a great deal of money required for that class of work, and that is incorporated in that additions vote.

4322. You have never spent any money on workshops for the last twenty or thirty years, nothing of any moment. I mean?—No.

4323. That is with the exception of the boiler shop at Chullora?—We have just scratched up enough money to do that recently. We improved Eveleigh foundry, and that was a very valuable addition to that property.

4324. Yes, it is very good?—That is practically the only addition we have been able to make at Eveleigh for quite a long while; we are absolutely full at Eveleigh.

4325. And the consequence is that you have dumped down little workshops all over the system?—Hardly that.

What we have done, of course, is to provide small workshops at the running sheds, so as to enable us to carry on. We would not have done that if we had had satisfactory workshops at a central point.

4326. That is what I intended to say?—Yes.

4327. Sir SAM FAY: We have been somewhat puzzled as to who is really responsible for the length of your goods trains. It is stated in the instructions that certain trains must not leave Enfield with more than a certain number of waggons. There seems to be a question between the Chief Mechanical Engineer and the Traffic Manager as to who is responsible for the limitation of the trains. It really leads to this: that the power of the engine is not exercised?—In some cases it would not be. A length load of empty waggons would not mean an engine load.

4328. Sir VINCENT RAVEN: Of full either?—If you have a load of fifty full waggons behind an engine it would be more than any engine of ours could draw in the down direction, because a full load of fifty standard waggons, each loaded to its full capacity—say, 16 tons—would mean a load, of, say, 23 or 24 tons for each waggon. Fifty waggons of that sort would mean, roughly, 1,200 tons, and 1,200 tons could not be taken out of Enfield drawn in the down direction anywhere.

4329. But the load which is allowed in accordance with your working time-table is not taken as a rule by the engines; they are capable of taking a bigger load than is put upon them?—Yes, that is due in a measure to our seasonal traffic. We do not get offering at all times through the year full loads for every train we have to run.

4330. If you go to the traffic man he will tell you it is limited by the locomotive, and on inquiry from the locomotive man, Mr. Lucy, you will be informed that the limit of the length of the load is only the size of the pump upon the engine?—Neither story is exactly true. There are some places where the actual weight of the train is limited by the Locomotive Department on account of the draw gear.

4331. Mr. Lucy tells us distinctly that is no limitation on account of the draw gear?—Then I think Mr. Lucy must be wrong. If you take two TF or two K class engines on a train, they should be able to draw in a 1 in 40 grade something over 600 tons. I do not think that Mr. Lucy has yet given permission for two K engines to draw a load of that magnitude on a 1 in 40 grade on account of the draw gear on the trucks themselves.

4332. I am simply taking this, that over a portion of the line the engine can haul a certain load, but it is not allowed to haul that load, and when we come to Mr. Lucy and say, "What is the reason? Is there any limitation with regard to the draw gear?" He says, "There is no reason; it can take, as far as I am concerned, up to its full limit." Then we are also told by some people that it is limited by some siding?—The siding limit would be a length load of somewhere about fifty trucks, and a length load of fifty trucks which are reasonably loaded would be well up to the capacity of any limitation we have.

4333. Up to your limit?—Over our limit. If you had fifty trucks all loaded of the standard type, clearly you would get 1,200 tons on the train; 1,200 tons on our grades would be an absolutely impossible load.

4334. But it is not a question of that kind at all?—I am afraid that I cannot get at your major point. Obviously there would be limits in connection with empty trucks. Empty trucks travel on a line where the crossings have a length of only fifty waggons, plus two engines and a brake-van.

4335. From the guards' journals we have taken out the tonnage conveyed by the trains, and in very many instances it is less than the specified loads for the engine?—Of course, that happens nearly every day. There are certain engines that do not on any day carry all the load which they could.

4336. The statement that I have here illustrates it; let me take the trains up to Goulburn; in the month set out



here in the statement 50 per cent. were below the strength of the engine on account of the length of the load being limited, and in no case was the train anything like 1,200 tons in weight; according to the figures here they are 147, and another one 441; 50 per cent. of those trains were below what the engine could have hauled?—That would happen on account of no loading offering.

4337. No, on account of the length of the load?—It must be an extreme condition; it would have to be a long train very lightly loaded.

4338. It is limited on account of the length of the load?—Quite.

4339. That is why the load is only fixed at 409 tons, whereas the engine could take a very much bigger load, though it cannot do so because of the length of the train; When we asked Mr. Lucy he said that was limited not by the drawgear, but on account of the trucks?—It would not be the drawbar at all between Sydney and Goulburn, because there is not a 1 in 40 grade.

4340. It is limited to a load of 464 tons, and the engines could take 565, that is a specific train, Sydney to Goulburn. That is just an illustration, but it occurs all over the railways?—Of course that could happen in connection with refuge sidings and so forth. If a train has to refuge in a siding to-day it could accommodate two engines and a van and fifty waggons. There may be a train of that length.

4341. But if you have a double line you do not want a refuge siding?—You might want it in order to get out of the way of a passenger train.

4342. You could cross over the road?—We do not do it here if it can be possibly avoided. We put in refuges in many places for both up and down directions. Those refuge sidings are used in preference to crossing the train over from the down to the up line.

4343. That must be very expensive if you have engines capable of taking a bigger load, and yet they have to be limited?—There are certain trains that it is quite necessary to run and which have to be run whether they are loaded or not.

4344. I am not speaking about that feature of the matter at all?—It is a seasonal matter; it is affected by the seasons. There are certain trains that we have to run every day from the south in order to carry certain classes of traffic. If there be traffic for only ten or fifteen trucks we still have to run the train.

4345. But I am not on that point at all; I am assuming that you can take the full quantity, and if you take the full quantity in every case the engine is strong enough to take a much larger quantity?—As you know, we have to send to the country at certain times of the year a very large number of empty waggons.

4346. But if this is true what is the use of building stronger engines when you do not load up to the full strength of the present ones?—Mr. Webb is building for South Australia to-day a number of extremely powerful engines, which he does not anticipate will be in use for more than three or four months of the year. In New South Wales when we have good seasons we have a good traffic which gives us good loads for every engine we can

employ in the up direction in connection with the wheat traffic. When we have a good wheat season we can load every engine right up to its capacity coming to Sydney. Every waggon can be filled to its fullest capacity; the 25-ton waggons can be filled with fully 25 tons of wheat.

4347. But if you filled those to their fullest capacity you could still take some more with the engines that you have got?—That is true, but I take it that it is running from Sydney towards Goulburn. If that be so a large percentage of the vehicles on that train will be empty. Some will be loaded, and some only partly loaded. You might get a train that is fifty odd trucks in length, but weighs about 350 tons, very little more than the tare, or you may get a train consisting of fifty-five vehicles, if that be the maximum, and the tare of those would run about 385 tons. There is nothing in any of them, or there may be few containing a ton or two of merchandise.

4348. This gives you fifty-four empties, and yet the load is very much lower than the engine could hold?—That is so; fifty-four empties would be a refuge limit in the case of a double line.

4349. Sir SAM FAY: You mean that you have not done it?—You could put it across from the main down to the main up if you had a crossover.

4350. Sir VINCENT RAVEN: If you do not like the empty trucks we will bring a case under your notice of full trucks. No, in looking at this statement again I think perhaps you are right?—Thank you.

4351. Sir SAM FAY: We still have not arrived at who is responsible for it?—The length of the load would be fixed by the traffic, and the drawbar load would be fixed by the Chief Mechanical Engineer.

4352. But he shies at it?—He has no business to shy at anything he has done. In certain cases of 1 in 40 grades the Chief Mechanical Engineer years ago fixed 300 tons as the maximum haulage, on account of our drawgear. We have not materially altered our drawgear except that we have put in something a little different which provides for springs taking up some of the shock. By doing that we have been able to lift on a 1 in 40 grade 500 tons as against 300 tons that were fixed formerly. I do not know what our present waggon drawgear will stand much more than that.

4353. Mr. Lucy says that it is not limited to the drawgear; the whole point is who is responsible for making up those loads?—Of what locality are you speaking?

4354. All sorts of localities—who makes those loads up?—Mr. Lucy and Mr. Hodgson.

4355. He says they are not limited so far as he is concerned?—There are places where Mr. Lucy must have fixed a limit on account of draw-gear.

4356. He says that all his trains are run up to 70?—I should like to have a little talk with Mr. Lucy myself about that. You could run up to 100 waggons between places like Nyngan and Bourke because it is level and straight, but on a 1 in 40 grade with 10-chain curves we should require a different drawgear from the one we have to-day.

(The Commission then adjourned.)



TWENTY-SIXTH DAY.

TUESDAY, 23 SEPTEMBER, 1924.

(Held at Chief Secretary's Building, Macquarie Street, Sydney.)

COMMISSIONERS :

Sir SAM FAY.

Sir VINCENT L. RAVEN.

EDWARD JOHN DORAN, Tramway Traffic Manager, sworn, examined, as under:—

4357. Sir SAM FAY: You are responsible not only for the tramways in the metropolitan area, but for all the tramways, steam and electric, in the New South Wales tramways system?—Yes.

4358. Upon the subject of peak loads; it is mainly in one particular street?—We have it more or less in every street, in George, Pitt, and Elizabeth streets, but particularly in George-street. We have a peak loading to a rather serious extent in Pitt-street, because of the fact the cars travel to the railway a little slower than on the Circular Quay end, due to heavy traffic.

4359. Your trams stop at every crossing?—Yes.

4360. They do not stop at any other fixed point?—No. In some places we have conditional stopping places where there is not much traffic.

4361. In the main streets you stop at the crossing only?—Yes.

4362. Have the complaints arisen mostly because of motors running side by side with the trams?—Yes. The parking of the cars in the various streets is causing a lot of congestion. We have had a considerable increase in the growth of motor vehicles.

4363. You produce the licenses taken out here at the Inspector-General of Police's office?—Yes.

4364. The motor buses are not allowed to run on certain streets?—That is so. They are not allowed to run on the Circular Quay side of the Railway Station.

4365. That is practically the whole of the city?—With this exception—they come up to York-street and Market-street from Balmain across the Pyrmont Bridge. They do not come into the congested tramway area.

4366. You have practically got a moving platform at certain times in the evening?—Yes, between 5 and 6 from the Town Hall to practically City-road junction, 1½ mile is moving platform.

4367. What do you look to as a remedy?—The completion of the city railway.

4368. That is the only thing you think will give you any relief?—Yes; that is, the completed scheme.

4369. You have not had a very large increase in the last two or three years of tram traffic in the way of passengers in that particular area?—Yes, there has been an increase there.

4370. What increased number of trams have you put on?—Not in the way of cars.

4371. You are not running any more cars than two or three years ago?—We are now. We recently got approximately 200 new cars. That is in the last eighteen months. Those cars are distributed over the various lines, and the smaller ones taken off where possible and the larger ones put on. They are even distributed out to North Sydney and Ashfield.

4372. When you say you look to the electrification to give you relief, you couple with that the electrification of the suburban railway?—Undoubtedly.

4373. It would not be much relief to you to electrify the city railway and not to electrify the suburban line?—No, we must have that too.

4374. When you get the North Shore Bridge will not that increase your tram traffic in the city?—No. We will terminate at Wynyard-square. They will not connect with the city lines.

4375. The proposal is they should not run through?—Yes.

4376. They would not run through to the Central Railway Station?—No.

4377. You would leave that to the railways?—Yes.

4378. Have you made any calculations at all as to whether it would not be possible to move the traffic you are now moving by motor buses?—We have taken out some figures. I took out figures based on a similar figure taken out at Manchester. We would want about three times as many motor buses as tramcars.

4379. You would then move the same number of people in the same time?—Yes.

4380. How many people do you calculate you would carry in a bus?—Forty.

4381. Do you contemplate double-deck buses?—No.

4382. You could not run double-deck buses with safety in Sydney?—No, I do not think so. The recent conference on traffic at the Sydney Town Hall the motor bus proprietors said they would not be prepared to run double-deck buses. They looked upon them as dangerous.

4383. Having regard to the overhanging verandahs?—And the grades too.

4384. So far as Sydney is concerned you see no hope apart from the construction of the city line and the electrification of the suburban railways?—That is so, except modified relief in the way of additional streets for short connections to divert some of the trams. We have proposals for that. The Commissioners have not acted on that on account of funds.

4385. Have you any scheme in hand, any large sum of money pending the construction of the city railway?—Not a large sum, but a considerable amount. We have several additional tracks we want to put in the streets.

4386. Do you think it is desirable to do that, although money is being spent on the city railway?—Yes, because by the time we have the city railway complete we anticipate that the growth of traffic will be such that street cars will be required in the same number as to-day.

4387. Your tramways are paying well?—The city tramways.

4388. Taking into consideration the interest on the capital your North Sydney trams do not show a very good result?—No, they do not.

4389. Do you expect an increase there when the North Shore bridge is built?—That will be a difficult problem. There are several sections of the railways which will take away a lot of tramway traffic, for instance, Manly, and certain sections to Hornsby. There is so much possibility for growth there, avenues for increased population, that I have no doubt there will be a considerable influx of tramway passengers of a general character, but not so confined.

4390. Will not your tramways be feeders to the electric railway system?—Yes, they will be more of a local character. To-day our tram starts and finishes at the wharf. Our cars are held up there now for long periods, connecting with the boats which run at different intervals, ten to fifteen minutes.

4391. As far as Milson's Point is concerned, you look forward to the tramways being used as feeders to the railways?—Yes.

4392. Instead of you feeding the steamboats you would be feeding the railway?—Yes.



4393. These outlying systems, electric and steam, they are all of them in a pretty bad way?—Every one of them. The first one on the South Coast is the Arncliffe to Bexley line.

4394. You are losing a couple of thousand pounds there on the working, apart from interest on capital?—Yes. That is a steam service. We have a pretty active omnibus competition there as well. We only run two trams there connecting with the trains.

4395. Do you contemplate electrifying that?—Yes. I expect that will be one of the first. I think it will be simultaneous—Arncliffe, Bexley and Sans Souci, and Sutherland-Cronulla, electrified at the same time.

4396. The proposal is to turn the Sutherland-Cronulla steam tram into an electric railway?—That is the policy of the Commissioners.

4397. You are losing a lot of money on it now?—Yes. Motor-bus traffic there is active. For some time the surf bathing has not been as active as it has been. For the last couple of years it has not been so active. Last summer, for instance, was not a very hot summer. The goods traffic is not as great now as it was. We are running a tramway goods train service.

4398. Newcastle you are changing over?—Yes.

4399. There you seem to have a big increase in your revenue, 1924 over 1923?—Yes.

4400. And a decrease in your expenditure?—Yes.

4401. Even with that you lost a lot of money?—Yes. I am hopeful that we are going to get that all back when we electrify and extend some of the existing lines. At the present time we have really two trunk lines only, and the rest are branch lines. We require a greater number of branch lines to make it serviceable.

4402. East and West Maitland is part and parcel of Newcastle?—Yes. It is 20 miles from Newcastle.

4403. Are you going to connect up the two?—There has been a proposal to electrify that. The Railway Commissioners are already supplying power to West Maitland. It is thought they would be able to electrify that and run it more economically than by steam.

4404. Broken Hill—I suppose that will have to remain as it is?—It looks like it.

4405. You do not contemplate spending any more money there, do you?—No.

4406. Could you get cheap electric power at Broken Hill?—No.

4407. When the connection is made through to Broken Hill from Trida, do you expect any increase in that direction as far as the trams are concerned?—I think so.

4408. Is there any expenditure in contemplation outside any of these lines?—Yes. The Government have already approved of several extensions of tramways, one at Manly, one at Drummoyne to Five Dock, one from Dobroyd Point to Haberfield, and an extension for departmental purposes of the Surry Hills tram towards Long Bay. Quite a number have been referred to the Public Works Committee for consideration.

4409. Those are districts which will not be affected by the electrification of the railways?—That is so.

4410. Or the new lines it is proposed to construct?—That is so. I have spoken to the Chief Commissioner in regard to the matter. He thought as we were not able to get sufficient money to put down the track we might run motor buses, and try the earning power of the district. We are considering that.

4411. You have power to run motor buses?—Yes.

4412. The proposal is you should try these motor buses on tracks where the Government have authorised the making of tramways?—Yes.

4413. So as to test the traffic?—Yes.

4414. Does motor competition hurt you directly?—It is hard to get the earnings of the motor buses. Some time ago we made a rough calculation that the motor buses were earning approximately £400,000. A good deal of that is revenue they would get away from the tramways altogether.

Some they would get from it, and some from the railway. For instance, the motor buses running along Parramatta-road towards Strathfield carry nearly all long-distant passengers.

4415. When the lines are electrified they would not hold that. You would get a fast electric service between Parramatta and Sydney, and they could not compete then?—That is so.

4416. Now they can?—They are doing so at the present time. Those buses are really full when they leave the Central Railway station for places beyond the terminus of the tram lines; similarly coming back they are practically full before they strike the trams.

4417. There is a railway between Parramatta and Sydney?—Some of these buses divide right and left of the railways. They get into new country altogether. They are bulding up outlying districts which sooner or later must be served by tramways.

4418. Sir VINCENT RAVEN: Why are you not pushing ahead with the electrification of the tramways at Newcastle?—It is not moving very fast. It is the want of funds. I understand there has been some difficulty in getting labour at Newcastle. Mr. Cowdery had to employ 500 men to keep a staff of 150 going. They do not take kindly to tramway work. If there is work at the Mines and Steel Works they go to that.

4419. Is that for the equipment of the track?—Yes, the re-laying and duplication of the track.

4420. Has it to be re-laid for the electrification?—A large section. They did re-lay the whole of that to Merewether.

4421. Are you equipping the cars there now or are you equipping cars here with the electric traction and sending them there?—Equipping them here and sending them to Newcastle.

4422. You have to put new bogies in?—Yes. It is really the old stock converted for new services.

4423. The old Newcastle stock or the old Sydney stock?—The old Sydney stock, electric.

4424. Will you have a different standard of car at Newcastle to what you are going to adopt at Sydney?—Yes. It will be only so far as accommodation is concerned. It will be a seventy-seat car instead of eighty. These cars were originally forty-five. They were converted to fifty-five, and now they have been re-converted to seventy.

4425. There is no other reason for you not pushing on at Newcastle except the question of money?—That is so. We would like to electrify the whole service simultaneously.

4426. It would be a great benefit financially?—Yes.

4427. Judging from your experience with the other electrified lines?—Yes.

4428. In the steam lines round Sydney are those going to be converted to electric?—We hope so, simultaneously with the railways.

4429. When the electrification is finished on the railways?—That is our wish.

4430. That tramway to Cronulla will be an electric train service?—That is so. That will do away with a lot of the motor-bus competition we have to-day.

4431. Have you plenty of cars at present?—I understand you are going to make these eighty-seating cars the standard, 16½ tons?—Yes.

4432. Are you short of cars?—We are really not short of cars for the city itself, because we cannot put any more cars on the streets. We could get a considerable amount of relief at North Sydney. North Sydney is a bit tight, and we have small units there.

4433. The repairs to your steam-cars are done in the shops at Randwick?—No, Newcastle principally. The repairs to the Sydney cars are done here, and those at Newcastle at Honeysuckle Point, except when Mr. Lucy is hard pressed when Randwick is asked to do some. That will not be necessary now, because we are releasing so much steam stock.



*Witnesses—E. J. Doran, and G. R. Cowdery, 23 September, 1924.*

4434. You have nothing to do with the costs at the shops at Randwick?—No, they are not under me at all.

4435. Sir SAM FAY: With regard to the question of accidents what is your proportion compared with the number of people you convey?—I have not worked that out. I have the totals, I think.

4436. You have paid a good deal of compensation?—Yes. It is less than  $\frac{1}{2}$  of 1 per cent. of total revenue.

4437. The amount of compensation compared with your receipts?—Yes. It compares very favourably with any other system that I know of.

4438. What do the accidents principally consist of—knocking people down?—Yes.

4439. Not getting on and off the trams?—In some cases getting on and getting off due to their own fault. Our principal ones would be collision between our own cars. We have had very severe compensation to pay for collisions.

4440. Do you get many of them?—They average about six a month, that is collisions.

4441. As many as that?—Yes, but not all severe. The severe ones would not be a quarter.

4442. To what is that due?—In most cases carelessness, misjudgment, dirty road, greasy track, and so on.

4443. You are running your cars very close together?—Yes. The accidents do not happen in the peak loading hours. In the peak loading they cannot get through, and they are naturally careful. Generally in the slack parts we have the serious accidents. We can go through an important period like the visit of the British Fleet when we carry one and a half million people without having an accident worth speaking of. Similarly with the big events at the races and Show Ground. We do not have accidents there. Our supervision is pretty severe then to check any irregularity.

4444. You manage to move 1,000 to 1,200 people a minute at Randwick?—Yes.

4445. You clear 50,000 people in 50 minutes?—Yes. We have the exits so arranged that only a certain number of people can come over to us at one time, and by perpetual motion of the cars we are able to keep that going. In Victoria they have barriers to keep the people off the platform when full. Then they fill up the cars and let another batch on. They have a dead-end there, not loops as we have.

4446. Do they manage to move as many people as you do a minute?—I do not think they do. Electrically they are improved very considerably to what they were under steam. The largest number they moved in the Melbourne Cup is 48,000. They do not move many by the railways. It is close to the city, and a large number of the people walk.

4447. Sir VINCENT RAVEN: With regard to the collisions you have very good brakes on your cars?—Yes.

4448. You have the Westinghouse air brake?—Yes.

4449. What system of inspection have you in connection with it?—It comes under the Chief Electrical Engineer. He has a staff at each depot.

4450. You have nothing to say against the brakes?—No.

4451. It would not be their fault, these collisions?—No.

GEORGE ROBERT COWDERY, Engineer for Tramways, sworn, examined as under:—

4452. Sir VINCENT RAVEN: Are you responsible directly to the Chief Commissioner?—Yes.

4453. You have no one in between you and the Chief Commissioner?—No.

4454. Have you all the tramways under you?—Yes.

4455. Both Newcastle and Sydney?—Yes.

4456. And the steam as well as the electric?—Yes.

4457. What is the difference between the permanent-way required for the steam and the electric?—Practically none.

4458. There is a great deal more traffic over the electric trams than over the steam?—There is very little steam. It is generally on the outlying suburbs like Kogarah and Cronulla.

4459. There is more traffic over the electric than over the steam?—Yes.

4460. Therefore you cannot compare the lifetime of the rails?—No. It would be very difficult.

4461. You have tried some of these manganese steel crossings?—Yes.

4462. You do not prefer that to the carbon steel?—No, for the reason we cannot build them up. We found in building them up electrically they crumble. It has been done at high voltage. We are now experimenting with low voltage. So far it seems to have been rather satisfactory.

4463. At present, not being able to build them up when they begin to show signs of decay, they do not last as long as carbon steel?—That is so.

4464. If you got over that difficulty?—It is a thing we are watching all the time.

4465. Are they cheaper?—I do not know the latest quotation in England since the war. We have not imported any since the war. I am rather inclined to think they are. The Steel Products Company in Newcastle are making a similar product as made by Hatfield. I have not tested them yet. They made some for the Melbourne tramways fairly recently.

4466. How long do your rails last?—They vary very much with the volume of traffic. For instance, I took a rail out of George-street which had been in nine years, and it had decreased from 80 to 58 lb. per yard. The same track running up to the railway station, which has been in eighteen years, where it is free from dust and dirt, is still in good good condition, though the main Pitt-street line has been relaid twice, and there is practically the same volume of traffic over both places.

4467. In the country they last longer?—It is all a question of whether it is in a road or reserve. At Newcastle we run out to West Wallsend, about 20 miles. When we get out beyond Newcastle it is running through the bush all the time. Every shower of rain cleans the rail. In Sydney every time it rains the sand carts go out and sand the track. The wheels and the sand and the water act like a grindstone on the rails.

4468. It is the combination then?—Yes.

4469. And not altogether the heavy traffic?—No.

4470. Are you finding any difficulty in converting the tramways at Newcastle from steam to electric?—No difficulty.

4471. Have you any difficulty in getting labour?—There is great difficulty in retaining it. For instance, I put on 520 men, and I get 170 out of that.

4472. Is the work being held up on that account?—No. If it is held up at all, it is because of want of funds.

4473. You are pushing ahead as fast as you can?—As fast as funds are available.

4474. You have no idea when you will get it finished?—No. If the money was available, I think we could be finished in twelve or eighteen months without any trouble.

4475. Are you responsible for the overhead equipment?—No. It is a charge against my branch, but Mr. Brain controls it.

4476. What is your obligation as far as putting down tracks is concerned? Are you responsible for the track on either side of the rails?—I am responsible for 18 inches outside the outside rails, whether it is a single or double track.

4477. You have to keep that in thorough repair?—Yes.

4478. Have you compared your costs with any other tramways costs?—I cannot say I have. The conditions vary so much, it would be of little value.

4479. You do not think there is any other tramway which could compare with yours? I suppose Glasgow would compare more with our system than any I know of.



Witnesses—G. R. Cowdery, 23 September, and C. J. Goode, 25 September, 1924.

4480. Are there any tram lines in Australia you can compare with?—I do not think so.

4481. Is your maintenance expenditure going up or down?—Going up, through increase in wages and material.

4482. Comparing it with what period?—Compared with what it was before the war.

4483. In these comparisons of expenditure you have shown here—1914 and 1923—you more than double. Is that on account of increased tramway branches or is it the same mileage?—It is for two reasons. The difficulty we have in maintaining an even maintenance is two-fold. The wear is unequal, and in years gone by there has been a rush for tramway construction in one year, and a lot of mileage is done, and two or three years afterwards there is a slump, and very little is done. A lot of tracks come in for renewals at one time. One year you will require a lot of relaying and another year very little.

4484. It would not be fair to compare one year with another?—For that reason. It would be very much fairer if the construction of tramways was more equally divided over a number of years.

4485. How do you judge whether you are doing well or badly? You cannot compare with any other tramway, and you find a difficulty in comparing with yourself?—I compare every year myself in making up my estimates to present to the Commissioners.

4486. Then you judge whether you are doing well or badly by comparison with yourself in previous years?—Yes.

4487. Are you improving or otherwise?—It is very difficult unless you know exactly what year the tramway line was originally constructed. You would have to consider each line on its special merits. There is a tremendous lot of difference in the maintenance of lines in the Sydney districts. The eastern suburbs lines are very much more easily maintained than the western suburbs. The eastern suburban lines are on sand, the best foundation you can have. The western foundations are clay, and it is very difficult to get a good, even top on your road and maintain it in good order. It largely depends, as I say, on the amount of tramline construction in any given year. There is a lot of difference. Relaying on a mile of track in Sydney will vary from a life of 9 years up to 25 years. I am running over a track to-day 25 years old, and it is in comparatively good order to-day; yet it is the line out to La Perouse through the reserve.

4488. If one wanted to make a comparison, a great deal of detail would have to be gone into?—Yes.

4489. It would not be fair to take a bulk figure compare that with a bulk figure previous?—It would not be fair.

4490. You have no comparison between the upkeep of a road which has electric trams on it and a road which has steam trams on it?—No. The road might have had half its life with steam and half its life with an electric traction, or a varying quantity all the time. At Newcastle, for instance, perhaps there is two years life left in the road. I would relay that for electric traction because it does not pay to bond old tracks.

4491. What weight of rails do you use?—80 lb.

4492. Those are the standards?—Yes.

4493. The roll guard lasts longer than the rail?—You would not be able to use a roll guard again.

4494. On account of it being bent?—It would get bent, and through the oscillation of cars it would wear them thin. Where you use a T rail as a guard it is a different proposition, because the overhang of the head of the rail gives you a chance of bolting it in.

4495. In some cases you use a 60 lb. rail?—Bolted to an 80 lb., but only where we wood-pave.

4496. And only where you could get second-hand rails?—We can always get second-hand rails from the Railway Department.

4497. Sir SAM FAY: You have no reserve at all?—No.

4498. You charge whatever the cost is for each particular year?—Yes.

4499. Would it not be an advantage to keep your costs level by either spending the money or putting the difference to reserve?—From a financial point of view, it would.

4500. Could you give us the present-day cost of renewing your track, both steam and electric?—There would not be very much difference between the two.

4501. You could give us the present-day cost per mile?—Yes.

4502. Will you do that?—I will. You would have to take a line with similar traffic.

4503. Take the average over the whole?—Yes.

4504. It would not make any difference to the cost per mile?—No.

[At this stage the further hearing of the Commission was adjourned.]

#### TWENTY-SEVENTH DAY.

THURSDAY, 25 SEPTEMBER, 1924.

(The Commission sat in the Chief Secretary's Building, Sydney.)

#### COMMISSIONERS :

Sir SAM FAY.

Sir VINCENT L. RAVEN.

CHARLES JOACHIM GOODE, Goods Superintendent New South Wales Government Railways, sworn:—

4505. Sir SAM FAY: I want to ask you one or two questions, about Darling Harbour more particularly. The Producer's Association have suggested that a charge be included in the freight for weighing over railway machines. Do you think that is a practicable suggestion?—I do not. In many instances we have to weigh the goods purely for departmental purposes. In those cases we do not make any charge at all for the weighing service, whereas for agricultural produce and such like, which has to be weighed for the convenience of the senders, a charge of 3d. per ton is made. In some instances senders of agricultural produce may not want their produce weighed, so

we would have to publish two rates in our book—one with the weight charge added, and the other minus the weight charge.

4506. Then you do not think it would be made use of to any great extent?—I do not think so.

4507. At any rate, at the present time they can get it weighed if they wish, and they pay for it?—Yes.

4508. The suggestion rather was that it would be a convenience if the charge, instead of being paid for at the weighing end, was included in the carriage weight?—It would be impracticable. Take the bagged wheat. After being weighed that wheat is not immediately sent by rail, but it is placed in the stack at the station where it is retained, waiting despatch later on. In some instances



*Witness*—C. J. Goode, 25 September, 1924.

it may be six, eight, or nine months before it is despatched by rail. We could not include the weighing charge when that wheat is afterwards consigned, because we would not be able to say definitely if it had been weighed over our bridge. You could not identify it. It would be received from fifteen or twenty farmers and go into a stack belonging to one of the agents in the country station. Coming out it is simply loaded out by truck loads and we could never identify any one man's wheat after it came out of the stack. As a matter of fact we never make any attempt to identify it.

4509. Sir VINCENT RAVEN: Is it not all weighed at some time or the other?—Not necessarily.

4510. Sir SAM FAY: You may count the number of bags?—We calculate on the basis of  $12\frac{1}{2}$  bags to the ton. That fluctuates according to the f.a.q. of the wheat.

4511. The question of the closing hours of Darling Harbour has been raised. At the present time you receive up to 3 o'clock?—Yes, for ordinary goods. We receive up to 2 o'clock for heavy goods, and up to 3.30 for perishable goods.

4512. What would be the effect of extending that one hour?—It would mean additional cost and additional expenditure for overtime, and it would also mean the later departure of the through goods trains at night time.

4513. You could not make up your trains and send them away as early as you do now?—No.

4514. So what might be gained by the senders in one way would be lost in the other—by later delivery at the other end?—That is so.

4515. Did you make up these figures which have been supplied to me as to the earnings of trains of particular description?—Yes.

4516. Were these tonnages actually made or were they a calculation?—In four instances they are the actual tons conveyed by the trains, and in one we had to take a suppositious train.

4517. You made those trains up specially in order to prove the case?—Quite so.

4518. What was the exception?—Agricultural machinery.

4519. You could not get a train for agricultural machinery?—No; for many years we have not had a train solely of agricultural machinery. Many years ago we did have a train with machinery sent away by a firm for advertising purposes.

4520. And you obtain the locomotive costs from Mr. Lucy?—Yes.

4521. What struck me was that you had rather minimised your costs as to shunting. Was that taken on an actual basis, or did you calculate it?—It was calculated on a fair average for shunting any particular train at those places.

4522. Covering both the coal consumed and the driver's, fireman's, and shunters' wages?—Yes.

4523. It is rather low?—Of course, in shunting a train at Enfield we are not using an engine—the whole of the shunting is done by gravitation.

4524. Of course, those figures show that on these particular articles you are making a fair profit?—On the figures, yes.

4525. I mention that because it has been suggested to us that you convey a very large proportion of your traffic at bare cost. Those figures do not show that?—No, because those figures do not in any way at all take into consideration supervision or interest charged.

4526. I know they do not. I only wanted to see what margin was left after you included the haulage charges. The margin is a very good one. You do not think that those figures show you are conveying those goods at cost price?—No, not on the face of it.

4527. You could not say you are conveying grain, one of your lowest freights, at cost price?—No, not on those figures.

4528. You are assuming that you have a train conveying nothing else?—We always realise that handling traffic in full truck loads and full train loads shows very much better than it otherwise would.

4529. It shows how much bigger it would be if you had nothing else?—The cost would be no greater.

4530. If you split it up?—No, the result would be the same. We had to specially legislate to see that the trains have a through run.

4531. In the ordinary cases it would not look quite as well?—No.

4532. Sir SAM FAY: I think that is all the questions which we have to ask you.

4533. WITNESS: There is one thing I should like to say, and that is as regards the goods business generally. I am the Goods Superintendent throughout the State, and I meet business people in practically every walk of life. I try to keep in touch with them as to their actual requirements. I find that has borne quite good results. I might mention that I have at different times been complimented personally, and the administration has been complimented, on the vast improvement in the conduct of the goods business during the last few years. One prominent manager of an oil firm in Sydney said the other day, "I have not one solitary complaint to make against the Railway Department." In days gone by I had to often go to business people on behalf of the Commissioners in connection with complaints. Another manager recently said to me that he had not one solitary complaint, and he said, "I have been perusing the evidence before the Railway Commission to see if there was anything reflecting on the administration of the goods work as I desired to come forward to repudiate anything should it have been said." I think it right to mention these particular things to show what is the general opinion of our customers. The last few days I have been on the North Coast line inquiring into the timber business, and two or three gentlemen went into the question of timber freights, the haulage and weighing of timber. Both of these gentlemen had the idea that our weighing was not as accurate as it should be. Those gentlemen had certain doubts about the weighing of timber, particularly the weighing of a bogie truck on a single weighbridge. We conducted tests at Taree on Tuesday and yesterday of the present week, and both gentlemen expressed entire satisfaction with what had been done, and they did not think the department could be so accurate with the weighing of bogie trucks. I thoroughly convinced them that our weighing facilities are all right.

4534. Sir SAM FAY: The evidence we have had up to the present shows that the goods business is very well conducted. Have you anything to do with the transport of live-stock?—Only as far as rates are concerned.

4535. Sir VINCENT RAVEN: Can you accurately weigh a bogie truck?—We contend we can weigh it with absolute reliability, but the general customer outside has always contended it was impossible to weigh a bogie truck with two weighings on a single bridge. We have convinced them otherwise. Some eighteen months ago the wheat shippers thought we could not weigh a bogie truck on a single bridge. We gave them facilities at Darling Island to weigh a truck, and they took a bogie truck on a double weighbridge and they weighed the truck and the contents. Then it was weighed on a single bridge and the difference only amounted to quarters. In one case the difference was only 7 lb.

4536. I have not heard that stressed by any witness before us?—No, but it has been continually mentioned that we could not do the weighing correctly, but I am satisfied we have convinced them that it can be done.

4537. Sir SAM FAY: We have had a good deal of evidence with regard to weighing generally; sometimes the statements we have prove correct that there is a difference between the weighings at the receiving and forwarding ends?—That applies particularly to produce coming from



country stations to Alexandria, and that is because the bulk is chaff and lucerne which has moisture which evaporates. A truck of lucerne hay may come from Mudgee to Alexandria and it has been demonstrated that it will lose 5 cwt. on the journey by evaporation. The railway staff unsheds it at Alexandria and then it is left to the auctioneer. Every spectator in the yard is privileged to cut a bag and take a handful out, and more runs out afterwards. Then other men come along to test the consignment and they want to cut a different bag, and sometimes all the bags along the front will be cut. We have to gather up a considerable quantity of chaff at Alexandria and cart it to the tip. We have no control over that loss, and in addition we have no control of the weighing out of the produce at Alexandria. An agent selling one truck load of produce sells to three or four different buyers. He will give out a ticket, and it is quite open to these buyers to say they will not take a certain number of bags out of the truck, and a portion of the truck may be left over, and may be in the yard for three or four days. This being so we could never definitely locate the full quantity of produce which goes out of any particular truck. Once it passes to the auctioneer we have no responsibility.

4538. That would not apply to firewood—there was a complaint made with regard to the different weights of firewood?—To a certain extent, yes. So far as firewood coming from Alexandria is concerned we have no definite record of what number of loads would go out from any particular truck because it is at the option of the auctioneer to say whether he wants it all weighed, and there may be a quantity of firewood left in the truck at the close of the day. Rather than incur the demurrage charge, if there is a proportion of the load still in the truck they will throw it out on the ground. If it suits them to pick it up and cart it away they will do so, otherwise we have to gather it up and put it in our surplus stock for sale.

4539. You are satisfied that there are not any serious mistakes made in the weighing of the produce at the receiving or forwarding ends?—Generally speaking, I am absolutely certain no mistakes are made. There may be isolated cases of carelessness which no one can prevent, but generally speaking our methods of checking are such that we are satisfied that there are no errors. We had a case recently where 40 bushels of wheat were said to have been lost, but we have traced back to the receiving mill, and I am only waiting now for the writer of the letter of complaint to tell him where he has to look to for his 40 bushels. It was a mistake at the receiving mill of 1 ton in checking. On the face of it the Railway Department appeared to be responsible for the loss, but I am now in a position to prove otherwise. The consignment consisted of 731 bags, and it was received 40 bushels short on their check, making 1 ton lost. We traced the whole of the wheat, and I can prove that we delivered the whole of the wheat which was passed over to us, and that the full weight of the truck containing the 40 bushels was not properly accounted for by the receiving miller.

4540. Have you any complaint with regard to the minimum weight which can be carried on a truck?—Yes, many complaints, but I have in every instance been able to satisfy those who complained to me that their complaints were really without justification. We have said we will quote a particularly low rate if the shippers will give us a truck load.

4541. They say that although you will give a reduced rate for a truck load you put the minimum weight too high and they cannot load it on the truck?—No, we have never fixed a minimum for a truck unless we are satisfied that the load can be put on. I had an instance of that recently in the case of the load laid down for benzine. It was reduced from second-class rate without a minimum truckload. We saw that certain forces were operating against us and that benzine was coming into very common use, with a consumption per month close to that of kerosene—

150,000 cases. We made a reduction in freight, provided we got 10 tons into a 12-ton "D" truck or 16-ton double S truck. The manager of the largest oil company of New South Wales at once said, "You cannot carry that load." I said, "That is not correct," and I asked him if he were prepared to give us a truck load. He said he would load thirteen trucks if I could get 10 tons on each truck. I said I would do that, and I supervised the loading myself, and demonstrated that it could be done. Since then we have had no complaint. I proved up to the hilt that it could be put on the truck.

4542. Have you proved to other people that it was possible to put the tonnage on the truck?—In every instance. We are prepared to make a test in regard to any particular class of commodity and demonstrate that the load can be put on.

WILLIAM JOHN MORRIS, Secretary to Railway and Tramway Commissioners, sworn, and examined:—

4543. Sir SAM FAY: In addition to being Secretary to the Commissioners you control Information and Publicity?—Yes, they are part of the Secretary's office.

4544. And you have a great deal to do with the Railway and Tramway Institute?—It is one of the branches of the Department. Mr. David Cumming is the director.

4545. Where do you come in?—Merely in relation to the Department under which the Institute is run.

4546. If we want to know anything about the working of the Institute we will have to see Mr. Cumming?—I may be able to give the information.

4547. What particular use do you make of the Institute in selecting men for superior appointments?—We have trained two classes of officers there. There were twenty in each class. I think most of those officers have been appointed as inspectors in the traffic department and they will, if their qualifications are sufficient, be sent out as officers in charge of various sections.

4548. Is that by some competitive examination?—No, they are then selected by the head of the branch. Some of the officers have been appointed traffic inspectors, and another as assistant District Superintendent. The head of the branch will, if he thinks their qualifications are high enough, perhaps select them for District Superintendents.

4549. With regard to other departments, like Electricity and Engineering, does that come into the picture at all?—We train our steam-shed inspectors. There is an instruction car for electrical as well as traffic and safe working, but engineering would not come into the picture to the same extent.

4550. It is mainly a traffic question?—Yes, mainly a traffic question.

4551. And is that Institute practically the only thing you have in the way of scientific training, apart from the actual working?—We have tutorial classes at the University.

4552. Irrespective of the department?—That would apply to any department of the Service. Officers can join for business administration, for instance.

4553. Do they pay any fees?—The fees have to be paid by the men concerned.

4554. The Railway Commissioners do not subscribe at all to this institution?—The Railway Commissioners pay the instructors of the Institute.

4555. I am referring to the University?—No.

4556. If a man wishes to get technical instruction there he has to do it by paying his own fees?—Yes.

4557. Have you anything to do with the Staff Board at all?—Not a very great deal. Any report from the Staff Board comes through me.

4558. What does the Staff Board consist of?—The chairman and two assistants. Mr. Blanch is chairman.



Witness—W. J. Morris, 25 September, 1924.

4559. Is that his only business?—He deals with applicants for employment, and also deals with industrial matters. For instance, he is the Commissioners' representative before the Industrial Arbitration Court, and he reports on any staff matters which are referred to the Staff Board.

4560. And are all the new employees taken on here, in Sydney?—They all have to pass through the Staff Board. We take on people in the country, but they all have to apply to the Staff Board for employment and they are examined and if satisfactory taken on. That is as regards the permanent staff. Temporary men are taken on by officers requiring assistance.

4561. If they become permanent they have to come to Sydney?—Yes, and be examined, and pass the medical officer.

4562. Is there only one medical officer?—No, there are a number.

4563. Stationed in Sydney?—Yes.

4564. You have no medical officer in the country at all?—No. We have medical officers in various camps, but not for the purposes of employment.

4565. Constructional camps?—Yes.

4566. Would it not be convenient to have some of your medical officers in the country?—I could not say offhand that it would be.

4567. Could they not pass the men where they lived?—We bring the employees to Sydney to pass their examinations, and it is found to be convenient for them to pass the doctor at the same time.

4568. It is a long way for some of the men to have to come?—Yes. All applications from the country come through the Staff Board.

4569. Is the Staff Board a statutory body?—It is one appointed by the Commissioners. It was appointed in view of the very large number of awards to administer, and it was felt that such a body would be of very great assistance to the Commissioners in dealing with these awards. There are regulations under which the Staff Board operates. I could give you a copy.

4570. I think it would be of advantage to have that. This Staff Board deals with the staff in all departments?—Yes, that is as regards appointments. It is really an advisory board. Matters are referred to it by the Commissioners for report. The staff of other departments is dealt with by the heads of the departments concerned.

4571. Do they deal with them through the Staff Board?—No; the head of each branch deals with his promotions and transfers within his own branch.

4572. But when first appointed they have to come through the Staff Board?—Yes.

4573. Do I understand that the head of each department deals with its staff in so far as discipline is concerned direct, without reference to the Staff Board?—Yes.

4574. But when an appeal is made, then the Staff Board deals with it, do they?—If referred to the Staff Board, yes.

4575. Take the case of a man who appeals in a department against punishment. Does the Staff Board have anything to do with that?—No, that would come to the Appeals Board. That is another body altogether.

4576. Does the head of the department deal direct with the Appeals Board, or does it go through the Staff Board?—No, it goes through me as secretary. I have an officer who acts as secretary to the Appeals Board. That board deals with dismissals or reduction in grade, and so on. Other appeals are dealt with by the head of the branch.

4577. I want to get at where the Staff Board comes in. Does it come in between the head of the department and the Appeals Board, or are the appeals made to the Appeals Board, and then the chief of the branch deals with it?—The Staff Board deals with appeals as to promotion and matters of that character referred to it. The head of the

branch is represented there. Appeals against punishment are dealt with by the Railway and Tramway Appeals Board, of which the chairman is a barrister.

4578. There is an Appeals Board, of which you are the secretary?—Yes.

4579. And then there is another board?—Yes, the Staff Board.

4580. But they deal with the same thing?—No, one is against punishment and the other is in regard to alteration in grade or any matter of that character. If a man wants his status or grade raised or altered in any way, he can appeal to the Staff Board. A man might appeal to me to go into a higher grade. I would refer it to the Staff Board, and the board would hear the appeal, or the man might appeal direct to the Staff Board.

4581. Is each branch represented on that board?—No, though they could be *ex officio* represented if they wanted to. If there was an appeal from my branch I would go myself or be represented at the appeal, and the board would make a recommendation to the Commissioners.

4582. After hearing the chief of the branch?—Yes, or a representative of the branch concerned.

4583. Sir VINCENT RAVEN: With regard to the institute, I am not quite clear what you teach. Do you teach anything outside actual railway work? Do you teach languages or mathematics?—We teach mathematics. I will give you a statement showing what we do teach. I have a few statements I should like to show you. Here is a card which is sent out each year. That shows exactly what is done. (*Handing in card.*)

4584-5. This really is a school where anybody who is employed by the Railways can take advantage of to improve his education?—Yes, and to better his position and fit himself for a higher position in the service.

4586. And so far as the University is concerned he would have to take his course there before he came to the railway?—Not necessarily. We have tried to establish a Chair of Railway Science at the University, but it has not yet come to fruition.

4587. Sir SAM FAY: Similar to the Chairs in America and Canada?—Exactly. We felt it would cost a certain amount of money to subsidise, and we thought that the number of officers who would go there would not be very great at present. But it is a matter which must come up again. I have recently received a letter with regard to the Transport Institution in London. We felt we would like to be associated with the University of Sydney. I do think, however, on reflection, that there is a good deal to be gained by our becoming associated with the Institute of Transport in the Old Country. It gives a world-wide stamp to a man. Here we have been going now with our Railway Institute for thirty-two or thirty-three years. It is getting quite a good concern. Up to a few years ago, up to 1919, we ran that Institute with a committee of officers. We have been growing each year. We have a very large number of members, both in the city and in the country, and in the tramway branches, and quite a large number of classes. I think there are 700 or 800 classes. Those two traffic schools gave very good results. I could get a list showing how the officers who passed those schools have been dealt with.

4588. Sir VINCENT RAVEN: I wanted to clear up the point as to how the work done here and the work done at the University worked in together. I notice here that there are a great number of things which are essential for an engineer to know in mathematics and applied electricity and applied mechanics and a number of other things. Is it that when he gets beyond all you can teach him he has to go to the University for the higher branches?—He is not required to go, but he may go, and we have had cases where officers have gone.

4588A. Is it then he would be obliged to go to some higher place which gives teaching you are not fitted to give?—If he wanted to be a Bachelor of Engineering he would certainly have to go to the University.



Witnesses—W. J. Morris, 25 September, and J. H. Cann, 26 September, 1924

4589. He would get knowledge up to a certain point, and if he wanted anything higher he would have to go to the University?—Yes, at the present time, but we are hoping to go still further in our method of teaching.

4590. So that he would not have to go to the University?—I would not like to say that. We could not give degrees such as are given by the University. Perhaps we might have from the Transport of London. We have classes as set out there, and correspondence and trades classes.

4591. Is this at the institute at Sydney, or do you have this at other places?—We have it at Sydney and at country centres.

4592. But do they teach as high-class work at other centres as they do in Sydney?—I should say yes. We try to get our standard up to the highest.

4593. Where do you select your teachers from?—From the ranks of the railway service.

4594. And have they had to qualify themselves?—We know their qualifications in many cases. We select the best men we can get for our teachers.

4595. And they are as good in the country places as in Sydney?—I should say they would be to a large extent. Of course, it varies—you get some good teachers and others who are not as good, but we select the best we can get.

4596. You pay them of course?—Yes, they are paid.

4597. Do you pay the same in the country as in Sydney?—Speaking from memory, yes.

4598. They will not have so many pupils?—No, but we have a large number of correspondence classes. For the trades classes in August last, we had an enrolment of 837 and the number of individual classes held was 276. For the correspondence classes there was an enrolment of 2,486, and the number of papers checked was 5,445. Apart from that there were other classes with an enrolment of 3,012, and the number of individual classes held was 523. Individual attendances totalled 6,946.

4599. But I suppose you would not have in country districts men capable of teaching all these different things?—No, only a certain number. We have a class where there are sufficient pupils and suitable instructors.

4600. Unless you have a sufficient number of pupils you would not think of teaching electricity and magnetism out in the country?—No.

4601. With regard to eyesight, are eyes tested by doctors or how is the test carried out? The eyesight tests are under the supervision of the medical officer. The officer who does the testing is not a medical man, but he is a highly-trained man, and I should say he is equal to a medical man.

4602. Do they all come to Sydney to have their eyesight tested?—No, we have an eyesight testing car. The regulations provide for testing at certain specified periods and also after a serious illness where the eyesight is likely to be impaired.

4603. You might let us have the particulars of that and where they are carried out by him?—Yes.

4604. I was not quite clear with regard to the employment of the staff and the selection from the staff to go to higher positions; is that done by the head of the department: for instance, taking a mechanic or an electrician, does the head of the department select his own men?—Yes, he does. In some cases the Staff Board has been applied to, but ordinarily the head of the department selects his own staff and makes a recommendation to the Commissioners.

4605. And unless there is some dissatisfaction in that it does not go to the Staff Board at all?—No.

4606. The Chief Mechanical Engineer has really the control and selection of his own staff?—Yes.

4607. Certainly in the higher branches?—Yes, he has.

4608. And I suppose in the lower it is practically seniority?—Yes, if there is no other objection.

4609. Sir SAM FAY: Does the memorandum you are going to send in with regard to the eyesight test show the type of the test?—Yes, the whole thing.

4610. Is it coloured wool or lighting?—I do not think the wool test is put in now. There is a testing lantern as well as the wool.

4611. You use both?—I think so, speaking from memory. I do not deal with that specifically myself.

#### TWENTY-EIGHTH DAY.

FRIDAY, 26 SEPTEMBER 1924.

(The Commission sat in the Chief Secretary's Building, Sydney.)

#### COMMISSIONERS:

Sir SAM FAY.

Sir VINCENT L. RAVEN.

JOHN HENRY CANN, Assistant Commissioner,  
examined, as under:—

4612. Sir SAM FAY: We have been giving a good deal of consideration to the question of decentralisation in regard to operations generally in the railways, following on what has been done in most big systems when they have become too big for central management, *e.g.*, the South African railways, were worked on a centralised plan, and have now been decentralised. The idea here now is that the lines be divided up into three areas with an Assistant Area Commissioner for each. On that subject we should like to know what your view is?—I do not see much advantage in placing commissioners in areas apart from the central board. I assume that the design would be to have a central board.

4613. Sir SAM FAY: Yes.

4614. WITNESS: Supposing we have a Commissioner at, say, Goulburn on the south, Bathurst on the west, and Singleton or Newcastle on the north—those men would only be efficient if they had extra powers, over and above

those possessed by the present district superintendents or divisional engineers; failing the extra powers of spending they would not be any more efficient as far as the administration is concerned than our present distribution of officers.

4615. But, you do not give any power to your district superintendents, do you?—No, under our present Act we are not allowed to; the authorisation of expenditure is only by the Commissioners.

4616. But, surely the Commissioners could delegate expenditure, could they not?—If you have district Commissioners—that is what it would mean—I cannot see how they could co-ordinate their expenditure with the central board without reference to the central board.

4617. You would have to do that in the case of expenditure, certainly; they would be only assistants, after all—they could only act under instructions and their power to spend would be limited; the spending of money would be mainly in the locomotive and in the engineer's department, which would be under the chief of each of those



Witness—J. H. Cann, 26 September, 1924.

branches, situated in Sydney?—That is what I am thinking of, you must always refer to the chief; I mean the Chief Commissioner is a man with special knowledge and special administrative powers.

4618. Sir SAM FAY: The spending of money by those officers would be of a minor character, because the chiefs of departments—being technical officers—would be still at Sydney for the whole of the railways; it is not intended to minimise the functions of the Chief Mechanical Engineer or the Permanent-way Engineer?—They make reference at present to the Central Board, which board authorises what it thinks is necessary. There would also be the risk, to my mind, of the District Commissioner wanting to popularise himself in his own district; he may want to do things that certainly would not be allowed by the Central Board—things which would perhaps be done at the expense of other districts.

4619. That has not resulted from similar organisations elsewhere; of course, it depends entirely upon the regulations laid down by the central authorities. The Area Commissioners are given, in some cases, much wider powers than we think it is desirable at present to recommend?—I have had experience of administering other departments in a Ministerial position; there we had a system of allowing the district officer to spend up to a limited sum, which sum we named—he is given permission to spend up to that sum without reference to the Minister—but, of course, the Commissioners are not allowed to do that—all references have to be to the Commissioners; the Act is very strict on that. For administrative purposes we did certainly find that the district officer, being permitted to spend up to a certain sum, a very convenient latitude to allow.

4620. I think you may dismiss from your mind the idea that under any recommendation of ours there would be given any great power to spend money—apart, of course, from the ordinary day-to-day wages bill and so on?—I am inclined to think that we give very close attention now to all matters of detail. Of course, I may be prejudiced and think we are doing the job as well as it can be done, and that it is not necessary for another man to come and help us to do it, but I certainly do not at present see any necessity for any additional Commissioners so far as the administration is concerned.

4621. Of course, they need not be called Commissioners—on some lines they are called Divisional Superintendents—in others they are called Assistant General Managers?—In Canada, I understand, they have four or five Commissioners.

4622. They call them Divisional General Superintendents there, but they have far wider powers than we are likely to recommend as regards spending money; it is more a question of operation by direction on the spot—of getting in touch with the needs of the public rather than interference with any of the big spending departments. The big expenditure must, I think, come to the Central Board for co-ordination.

4623. Sir SAM FAY: Yes, it must, under any circumstances.

2624. WITNESS: Otherwise, personally, we think that the District Superintendent and the Divisional Engineer method of doing the necessary administrative work—and of course, the locomotive officer in charge of the depot station—we look upon that as being efficient.

4625. However far distant it may be from Sydney?—Well, if you go right out west, the farther out you go the smaller the business is—the big business is really at the three places I have named—Goulburn on the south, Bathurst on the west, and Newcastle on the north.

4626. Is it not from these outlying districts that most of the money of the State comes?—It accrues all over the State.

4627. It accrues from sheep mainly, does it not?—Yes, mainly from sheep on the west.

4628. That is your big income in this State?—Yes, sheep and wool.

4629. We have had representations, from representatives of important public bodies, that they desire to have a closer touch with the administration than is possible to-day, and that, among other things, has led us to give a good deal of consideration to it?—I think that they expect to get more advantages than they really can get from the Service. I have found that many people complain about the service they get in districts, because they cannot get something that they are not entitled to—they want to boost their own district at the expense of the general railway service, and they cannot do it. For example, I have been told on the Blue Mountains that the Blue Mountains region is being prejudiced to the advantage of the Illawarra district—that we give better preferential travelling to the Illawarra line at the expense of the Blue Mountains, in the way of fares. When I took out the mileage, I convinced them that the same rates prevailed in the Illawarra district as prevailed in the mountains. As a matter of fact, as regards train services, they have a better service on the mountains than on the Illawarra line.

4630. Sir VINCENT RAVEN: Outside the question of spending money, would it not be an advantage to have a Commissioner who devoted the whole of his time to looking into the interests of a certain area and making himself fully acquainted with the requirements and the possibilities there, and being able to represent directly to the Commissioner at headquarters what was the case—if he were devoting his time and attention to that area and making himself fully acquainted with it and its needs, would not it be better than an Assistant Commissioner whose duty it is to assist and advise the Chief Commissioner all over the State?—Well, I do not see much advantage in that as compared with the representation made by the officers I have named. We have confidence in those officers; if we had not, they would not be in their positions. Those officers keep us fully informed of what is going on in their department, and there is a healthy competition between the different superintendents as to the efficiency of the various districts, and they do communicate regularly with the Commissioners—we get reports in some instances daily on certain matters, and they are very confidential in their representations as far as the districts are concerned. I do not see much advantage unless he is going to be a man of much higher calibre, and has authority to spend. I think the district superintendents and divisional engineers do now make the representations to the Chief Commissioner that it is essential for him to know, and they are men capable of giving service equal to that of an assistant Commissioner.

4631. Sir SAM FAY: We have not found that view to prevail in Newcastle amongst the public, and in other places?—Of course there is a great deal of work going on in Newcastle, and it is an expanding area, and for that reason the present Commissioners give more attention to Newcastle than to any other district—I mean that they stay at Newcastle sometimes for days about twice a year, and deal with the administrative work there in a way in which they do not deal with it in any other district.

4632. Sir VINCENT RAVEN: The area Commissioner would have power to consider every department in his area, and of course the traffic department is simply looking after the traffic, the locomotive the locomotive, and the engineering the engineering; but if you had one Commissioner he could co-ordinate all three; not that he would be able to make any alteration in technical matters, but that he would have control over all the operations. Would not that be an advantage?—Well, to get the full advantage from these services, again he must come to the centre. Take the work, for example, of divisional engineer—he is dealing with the engineering works; the district superintendent deals with the traffic. Well, naturally—take through trains for example—you cannot alter



those trains without reference to headquarters; they must essentially be co-ordinated right through. In like manner with the engineer; before he can alter the design of any work that is going on it must come from the centre, and he would only be an advisory officer. Certainly, he may keep more in touch with the grievances of the public, but he must be essentially an advisory officer.

4633. Sir SAM FAY: Of course, if that rule were adopted generally there would not be any decentralisation such as has been carried out in nearly every big system that exists to-day. It has been the tendency all over the world; in fact, I do not know that the American or Canadian systems have been any different for the last twenty or thirty years.

4634. Sir VINCENT RAVEN: Even the English railways have adopted that principle *i.e.* the General Manager in London occupies practically the same position as the Chief Commissioner and he would not be able to control the whole of his area unless he had area general managers?—We attach that importance to our district superintendents who are officers in charge of their respective districts.

4635. Sir SAM FAY: But their powers are very limited. At any rate, I gather from you that you do not think there would be every much improvement under this proposal?—My only impression is that it will add to the cost of administration without showing adequate advantages. It may be that some day in the future the expansion will be such that it will be necessary to decentralise and to give increased powers to those districts beyond what they wield to-day.

4636. There would be increased powers given to the area commissioners which are not possessed by the district superintendents to-day?—I take it he would still keep his district superintendent and district divisional engineer, and that he would have his local depots.

4637. They would be under direct instruction from headquarters with regard to all their technical work; they would not have anything to do with the new construction or lines?—Yes.

4638. Sir VINCENT RAVEN: And so with the mechanical maintenance—it is having one man to control a large area instead of having three or four?—Yes.

4639. Sir SAM FAY: Of course there comes a time with all these big concerns when one man cannot find time to deal with everything that should be dealt with by somebody with authority and experience?—That is really why we sectionise the work now and allocate certain duties to certain Commissioners, but of course we always have the officers for reference, *i.e.*, if there is anything wrong in the construction, we generally go to Mr. Hutchinson, or if there is anything wrong with the Metropolitan Railways Construction, I see Mr. Bradfield, or if there is anything wrong with the traffic I go to Mr. Hodgson.

4640. But they do not come to you, they go to their chief?—If there is anything wrong with traffic they would come to Mr. Fox first; Mr. Hutchinson would come to me; Mr. Lucy would go to Mr. Fraser.

4641. But the district superintendents work under Mr. Hodgson, do they not?—Yes.

4642. Well it comes down to this, as far as you are concerned, that you think that the size of the New South Wales railways is not yet sufficient to justify doing what other people have done?—That is really it.

4643. Although, mind you, there is a public demand for it; it is not as though there was not a public demand for a change—there is, and a strong one?—Well, I do not see what advantage they are going to get.

4644. You get a man who is accessible, instead of having to come hundreds of miles to Sydney?—But the facilities for communication nowadays are so great, both by letter

and telephone, that there is not much delay. You can communicate with Newcastle or even with Melbourne in a few minutes.

4645. Would you manage the whole of Australia, if all the railways were unified, from one centre?—I would not say that.

4646. I mean, there must come a time when your centralised scheme will break down?—If you were to put the whole of the railways of Australia together, I admit it would be too big for any one man; they would probably do as they did in Federation, *viz.*, have head administrative offices in each State, and it may be that the New South Wales railways will reach the day when they can do the same, but I do not think they have reached that stage yet.

4647. You think that with lines extending 500 miles away there is no necessity to decentralise?—If they get as much attention now with a cheaper administration than they would have under a new system.

4648. Sir VINCENT RAVEN: Here you have a new country which is developing quickly and covers a large area?—We are developing from a railway point of view very much faster than the rest of the country is developing—I mean that we have put out developmental lines at a greater rate than the country has developed.

4649. Sir SAM FAY: The same thing may be said of South Africa, where they have done more than you have in the last ten years, and they have found the necessity for decentralisation?—Our losses on non-paying or developmental lines last year were £1,200,000, which is a pretty big cost with a population of 2,000,000 people.

4650. Sir VINCENT RAVEN: All the more reason why you should make those lines profitable as soon as possible?—If we could do it by putting additional administrative officers in the service, I quite agree with you, but I do not see it.

4651. Sir SAM FAY: Your view is, that, sitting here in Sydney, you know as much about these districts as a man would do who was on the spot and had nothing else to do than to look after it?—I think the officers we have keep us informed of what is going on as quickly as an assistant Commissioner would do.

4652. Sir VINCENT RAVEN: They have not the same responsibility that the assistant Commissioner would have under our proposal?—I do not know what powers the assistant Commissioner would have.

4653. Sir SAM FAY: There is no doubt that, as far as the organisation of the New South Wales railway system is concerned, it is behind that of other countries, and there is a public demand for a change. Of course, it does not mean that there would only be one Commissioner in Sydney?—That has been proposed. In fact, the present Act provides for four Commissioners, and it has been suggested that the four Commissioners, instead of being located in Sydney, should be given a district each to go to, and leave probably the Chief in the centre. That was suggested some time ago, but I do not think that the assistant Commissioners can keep too close to the Chief.

4654. You think they ought to be in a bunch, do you?—I think the more communicative they can be with their chief, the better will be the administration.

4655. That is not the view which is generally held with regard to railway administration of big systems. You may be right—I do not say you are not—but it is not in accordance with the practice in recent years?—Well, I have been away from the other centres for a good while, but I was under the impression that the amalgamations were really with the idea of concentrating rather than distributing. I mean in England.

4656. It concentrates capital, but not administration?—It lessens the cost of administration, does it not?

4657. Yes. Of course, when you talk about it costing more money, it is rather curious that when they decen-



*Witnesses*—J. H. Cann and H. Fox, 26 September, 1924.

tralised South Africa they were able to dispense with quite a number of officers?—Well, if you are going to do away with the district superintendents—

4658. We do not propose to do that?—We have officers to go out, now, and we go ourselves and submit districts to certain tests from time to time, and if we find overstaffing at any point, we reduce it.

4659. I was not referring to the staff as a whole; I was referring to the administrative officers?—We may have too many officers, and if we thought so they would be shifted.

4660. I do not know that we can take it any farther, Mr. Cann; I thank you for your opinions.

HENRY FOX, Assistant Commissioner, examined, as under:—

4661. Sir SAM FAY: We have been giving consideration to the question of decentralising the organisation here in so far as it affects operations, in the same way as the railways have been decentralised, after they had reached certain dimensions, in other parts of the world. We should like to know what are your views on the subject?—First of all, may I be permitted to ask to what extent the authority would be delegated to the decentralised officer with regard to operations?

4662. They would have very wide powers in regard to the actual operation—they would have to be co-ordinated with the Commissioners in the neighbouring areas, *i.e.*, the Area Commissioner at Newcastle who had through traffic to the southern area would have to co-ordinate with the commissioner of that area, and they would all act under general instructions from the commissioners here—the general instructions would be identical in the case of everybody; but when it comes to a matter of detail, that would be another matter; it would be for them to look after the detail?—In the case of these railways we have evolved from small things to our present state. Originally there were separate officers in charge of the metropolitan, or Sydney, district, and of the Newcastle district—that was when they were not connected. There was the controlling officer for the north at Newcastle, the south being controlled from Sydney. When the connection was made, the commissioners centralised the control more definitely in Sydney. In process of time, as the business developed and the country became more settled, it was necessary to appoint more district superintendents, until to-day we have seven, I think, of those officers. After some time it became evident that the Chief Traffic Manager had difficulty in co-ordinating the different districts from headquarters by correspondence, and so on, and he was given three out-door officers, each of whom took a line, and that has resulted in the control being much more effective than it was previously. With regard to decentralising control, I do know that the country people would welcome it, because I was district superintendent for ten years. That is, given proper co-ordination with headquarters and effective assistance to the Chief Commissioner, that is, in regard to the control of his staff, which under the Railway Act has to be regulated, in regard to the higher positions more particularly, by order of seniority—co-ordination in that regard and in regard to the fixing of rates and time-tables with regard to the whole of the lines—in those respects the area commissioners would, I think, be able to exercise more detailed control with greater satisfaction to the public than is given to-day; but, of course, one speaks generally, without having considered the whole of the details as to what measure of work would still devolve upon the commissioners at headquarters, and what commissioners there would be at headquarters. For instance,

if the Chief Commissioner only were here, and could only get assistance from the area commissioners by bringing them here, it might prove a heavy burden to him.

4663. Of course, the object of decentralisation is to relieve the burden on the Chief, and it is not likely to be suggested that he should be left here without assistant Commissioners?—Of course there would be attached to that the consideration as to whether there would be fewer District Superintendents.

4664. It is quite possible that with the appointment of an Area Commissioner the present district under the District Superintendent would be made larger?—I think that is so.

4665. Have you any knowledge of what has been done in other countries?—No, I have not, and I speak therefore with certain limitations.

4666. The New South Wales railway system covers a very wide area?—We appreciate that quite well when we endeavour each year to cover the whole of it by our annual inspections.

4667. Of course, there is a public demand for some more accessible authority who shall be within reasonable distance of everybody than is the case at present in regard to your District Superintendents?—Of course that is, to a certain extent, remediable by the personalities of the district superintendents; there are, of course, officers who would serve a locality to the entire appreciation of the people of that locality, and would save reference on many matters to headquarters; indeed, we have aimed at that, and have succeeded in quite a number of instances in procuring the ideal officer to meet the case.

4668. But as a general rule, have not the public found that it is necessary to communicate with headquarters direct if they wish anything done?—That was not my experience at Newcastle. At first it was, but after a few years there they rarely went to headquarters. Of course, I was in constant touch with headquarters, and able to anticipate their needs, and they frequently asked me whether I thought they should communicate with headquarters on certain matters. Of course some of our districts are very straggling, and the business is not very great, and conditions may vary. The conditions may be different from those operating in other countries where decentralisation has been effected.

4669. I should not think there is very much difference between South Africa and New South Wales in that respect. Then, on the whole, you think it would be an advantage to decentralise to some extent with regard to operations?—Yes, I think so—subject, of course, to proper co-ordination with headquarters and proper assistance to the Chief Commissioner, and to keeping in touch with him.

4670. I do not know that we can ask you any more about it. We have only given you a very rough outline of our proposal, it is true, but it is principally a question of meeting the public demand?—If I may be permitted to do so, I should like to put in a word in regard to my chief, and the measure of burden that rests upon him. In regard to any arrangements that may be made finally, I should be glad if his hands are strengthened, so that he may have the most effective possible control in his administration. I would not like to think that he was left largely single-handed here to control matters, because I know how thoroughly he puts himself into his work.

4671. Sir SAM FAY: Of course, the object of decentralisation is to relieve headquarters of a mass of detail which they had better never know anything about. If things go wrong, then they very soon find it out, but they need not necessarily be burdened with a collection of small matters which could more easily be dealt with by some local authority. Thank you, Mr. Fox.

*(The Commission adjourned.)*



1924.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAYS AND TRAMWAYS.

(COPY OF LETTER ADDRESSED TO THE PREMIER, SIR GEORGE FULLER, K.C.M.G., FROM SIR SAM FAY AND SIR VINCENT RAVEN, ROYAL COMMISSIONERS, CONCERNING MR. FRASER, CHIEF COMMISSIONER FOR RAILWAYS AND TRAMWAYS.)

*Printed under No. 16 Report from Printing Committee, 6 November, 1924.*

[PRIVATE AND CONFIDENTIAL.]

Royal Commission on Railways,  
Offices : Chief Secretary's Building, Sydney, 3rd October, 1924.

Dear Sir George,

In handing you our Report upon the Railways and Tramways we think it desirable to call your attention to the absence of any remarks upon the personality of the Chief Commissioner, or any recommendation with regard to his continuance in office after 31st December next.

We thought it better, in the absence of anything in that regard being included in our Terms of Reference, to leave the Report to speak for itself as to the difficulties—very great difficulties during the war and after—with which the Chief Commissioner has had to contend; and, although our Report does disclose some things that, in the light of to-day's knowledge, might have been done better, the fact, we think, remains that no one would have got through the past few years with more satisfactory results than Mr. Fraser has done.

Most of the things to which we call attention were inherited by him upon taking office, and he has had very little opportunity of altering them. You will observe that in evidence he was referred to in terms of approbation by several important witnesses. To make a change in the personality of the Chief Commissioner at this juncture would, we believe, be fraught with danger. He has served the Railway Department in several capacities for forty-two years, and has a very complete knowledge—possessed by no one else—of the various ramifications of railway and tramway activities; and it would be extremely difficult, if not impossible, for a new man—especially if he came from overseas—to attempt to carry out the whole or any material proportion of our recommendations within the next two or three years. Meanwhile, the financial situation and constructional work, &c., would be getting worse.

What occurs to us as the best arrangement would be to re-appoint Mr. Fraser without reference to time, and to give him an agreement in terms of our Report as to disturbance of office; or, as an alternative, to give him a five years' agreement for the especial purpose of carrying out the reorganisation we recommend. At the same time, in view of Mr. Fraser's age, it would be desirable to arrange with him that at least two of his principal assistants should be not of a greater age than forty to fifty years. This would ensure continuity of policy, and the staff would not be upset by the introduction of a stranger, nor would they be likely to resent the changes we recommend in organisation if they were carried out under Mr. Fraser's administration.

Yours faithfully,

SAM FAY.  
VINCENT RAVEN.

The Honourable Sir GEORGE FULLER, K.C.M.G.,  
Premier, New South Wales.

Sydney: Alfred James Kent, Government Printer—1924.

\* 58443 219

[Price, 4d.]







1924.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAY FROM BANKSTOWN TO REGENT'S PARK.

(PETITION FROM THE HOUSE AND LAND OWNERS, OCCUPIERS, AND RESIDENTS OF THE PARRAMATTA AND ADJOINING ELECTORATES PRAYING THAT THE ABOVE RAILWAY BE IMMEDIATELY CONSTRUCTED.)

*Received by the Legislative Assembly, 23 October, 1924.*

To the Honorable the Speaker and Members of the Legislative Assembly, in Parliament assembled.

The Humble Petition of the undersigned—

SHOWETH :—

That we, your petitioners, who will benefit by the construction of the Bankstown to Regent's Park Railway, hold that the work which has already been passed by Parliament should at once be carried out and a sufficient sum allocated for that purpose.

We maintain that the Bankstown-Regent's Park connection will not only give to the residents of Bankstown quicker access to the surrounding districts, but will, in addition, provide means of speedy inter-communication between the several parts of the Parramatta and adjoining electorates.

Your petitioners therefore pray that your Honorable House will provide for the allocation of the necessary money for the construction of this line, the building of which has become still more imperative by the holding up of the electrification scheme—Sydney to Bankstown.

And your Petitioners, as in duty bound, will ever pray.

H. FRANKLIN FERRIS,  
President, Bankstown Communication Promotion League.

*[Here follow 7,000 Signatures.]*







1924.

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LEGISLATIVE ASSEMBLY,  
NEW SOUTH WALES.

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PARLIAMENTARY STANDING COMMITTEE ON  
PUBLIC WORKS.

---

R E P O R T

TOGETHER WITH

MINUTES OF EVIDENCE AND PLAN

RELATING TO THE

PROPOSED RAILWAY FROM CANOWINDRA  
TO GREGRA.

---

Presented to Parliament in accordance with the provisions of the Public Works Act,  
3 Geo. V No. 45.

---

*Ordered by the Legislative Assembly to be printed, 25 November, 1924.*

SYDNEY: ALFRED JAMES KENT, GOVERNMENT PRINTER.

1924.

[1s. 6d.]

† 35321

254—α







MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL

The Honorable WILLIAM THOMAS DICK, Chairman.  
The Honorable JOHN TRAVERS.  
The Honorable ROBERT MAHONY.

LEGISLATIVE ASSEMBLY.

FRANCIS MICHAEL BURKE, Esquire, Vice-Chairman.  
WILLIAM CAMERON, Esquire.  
BRIAN JAMES DOE, Esquire.  
DAVID HENRY DRUMMOND, Esquire.

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# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## RAILWAY FROM CANOWINDRA TO GREGRA.

### REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the Second Session of the present Parliament, under the Public Works Act of 1912 (3 George V, No. 45), and the Parliamentary Standing Committee on Public Works Election Enabling Act of 1922 (13 George V, No. 19), to whom was referred for consideration and report "the expediency of constructing a line of railway from Canowindra to Gregra," have, after due inquiry, resolved that it is expedient the proposed railway be constructed; and, in accordance with subsection (d) of clause 34 of the Public Works Act of 1912, report their resolution to the Legislative Assembly :—

#### INTRODUCTORY.

1. The proposed line forms part of a railway considered by the Committee in 1907, from Cowra to Gregra. The Committee recommended an extension only to Canowindra, and this being sanctioned by Parliament, has been constructed and opened for traffic. In 1915 the extension of the line from Canowindra to Gregra was the subject of further inquiry by the Committee. The estimated cost was then £152,667, with an estimated annual deficit of £6,830. The Railway Commissioners, in their Statutory Report, recommended the construction of the line to Barrigan Hall (13½ miles), which is the centre of the wheat-growing district, at an estimated cost of £62,114. However, the Committee negatived the proposal from Canowindra to Barrigan Hall, as well as the through line to Gregra, and pointed out that there was a possibility of the extension of the Canowindra-Eugowra line to Parkes or some other point on the Molong-Parkes line, when the position of the district between Canowindra and Gregra, already well served with railway facilities, would be further improved. (The proposed extension of the Canowindra-Eugowra line to a point on the Molong-Parkes-Forbes line has been the subject of a separate reference to the Committee, and has been rejected).

The official evidence shows that after the submission of the Committee's report in 1915, the matter was allowed to rest for some time. In 1920 the proposal was revived, when the Cudal Railway League asked the Minister to receive a deputation on the matter. In view of the then state of the finances, however, it was decided that it would be useless to receive a deputation or give any promise as to referring the proposal again to the Committee.

Two years later, following representations by the Cudal Railway League, the Minister for Public Works intimated that when the railway policy of the Government was being considered the proposal for a line from Canowindra to Gregra would not be overlooked.

Representations in support of the proposed railway were subsequently made by the Goulburn, Coonamble, and Murrumburrah Municipal Councils, Molong Municipal Council and Chamber of Commerce, the Boree, Wingadee, and Amaroo Shire Councils, the Goulburn and District Chambers of Commerce, and the Molong Farmers and Settlers' Association. On 5th July, 1923, in reply to a deputation from the Cudal and District Railway League, which asked for the construction of a line from Canowindra to Gregra and Molong, the Minister said that the point to be considered was whether there had been sufficient development in the district to justify the expense of a survey and further inquiry; but if he could have an inexpensive exploration of the country made he would again submit the proposal to the Committee.

At



At a later stage the Minister, having ascertained that a survey from Canowindra to Gregra had already been made, asked for a statutory report from the Railway Commissioners; and the proposal was referred to the consideration of the Committee on 20th December, 1923.

#### THE PROPOSED RAILWAY.

2. The proposed railway commences at a point on the branch line from Canowindra to Eugowra about 1 mile north-westerly from Canowindra station, and proceeds north-westerly and northerly on the eastern side of Thom's Water Hole Creek for about 8 miles, where a north-easterly bearing is taken for about 9 miles, and the main road to Molong and Bowan Creek are crossed. At the latter, the northerly direction is resumed, Oakey Creek is crossed, and the village of Cudal is passed approximately 2 miles distant on the west. About 40 chains south of Boree Creek a north-westerly bearing is taken; that creek is crossed 5 miles beyond, and the line terminates by a junction with the existing branch line from Orange to Condobolin at the eastern end of Gregra station and at 224 miles 65 chains 52 links from Sydney, *via* Orange.

The works are light, with a ruling grade of 1 in 100 in both directions. The sharpest curve is 15 chains radius.

#### ESTIMATED COST.

3. The estimated cost of the proposal, as submitted to the Committee, was £199,756, or £6,470 per mile, for a line 30 miles 70 chains in length. Subsequently, with a view to reducing the grade, the length was increased to 33 miles 70 chains, and the cost to £216,198, or £6,383 per mile. This estimate includes £46,678 for rails, £25,898 for sleepers, £25,164 for earthworks, £13,135 for station works, including sidings, and £32,970 for engineering and contingencies at 18 per cent.

#### ESTIMATED REVENUE AND WORKING EXPENSES.

4. The estimated annual revenue from the proposed line is £4,000, against £6,000 for working expenses. Interest at  $5\frac{1}{2}$  per cent. amounts to £11,791, leaving a deficiency of £13,791.

#### RAILWAY COMMISSIONERS' REPORT.

5. The statutory report of the Railway Commissioners, made in October, 1923, states that the proposal was last reported upon in March, 1914, when a section of the line as far as Barrigan Hall,  $13\frac{1}{2}$  miles beyond Canowindra in the direction of Gregra, was recommended. Since then, however, the line has been extended from Canowindra to Eugowra, which has weakened the case for an extension from Canowindra to Gregra. Apart from this aspect, the cost of construction has increased from £152,667 to £199,756, with a corresponding increase in the interest rate from 4 to  $5\frac{1}{2}$  per cent. These adverse circumstances have considerably affected the financial aspect of the proposal, with the result that the Commissioners are unable to recommend the carrying out of the work, or any part of it, at the present time.

#### AREA TO BE SERVED.

6. The area to be served consists principally of undulating light red and chocolate soil, suitable for mixed farming, and in parts closely settled. Wheat-growing, sheep-raising, and a little dairying are at present the principal industries, and along various creeks maize and lucerne are grown in profusion.

In the neighbourhood of Barrigan Hall, an important agricultural settlement, the country is of high wheat-growing capacity. Between the starting-point of the proposed line and this particular portion of the district to be served 80 per cent. of the country is regarded as suitable for cultivation.

At Cargo, formerly a mining township, agricultural and pastoral pursuits are now followed. This district contains several large holdings, upon which wheat cultivation is being carried on. Amongst other settlements are Bowan Park, with deposits of marble, where wheat, fruit, and potatoes are produced, and Cudal, 9 miles distant from railway communication at Manildra, and the centre of a rich area of arable land.

The



The area midway between the proposed and the existing lines from Cowra to Eugowra, Orange to Parkes, and Harden to Blayney, is officially estimated at 240,100 acres, of which 213,100 are alienated, 13,700 reserved, 3,100 leased and 10,200 unalienated Crown lands.

The untenanted Crown lands amount to 10,200 acres, parts of which, about 7,800 acres, were classified and set apart under the provisions of the Crown Lands Acts between December, 1907, and February, 1922. None of this land has so far been applied for.

In addition to the 10,200 acres referred to there are 13,700 acres of reserves not held under any tenure, other than annual tenure, making a total of 23,900 acres of unalienated Crown lands.

#### THE INQUIRY AND EVIDENCE.

7. The Committee have inspected large tracts of country in the neighbourhood of the proposed line, including the settlements mentioned in the area to be served, and have taken evidence locally and in Sydney as to the possibilities of development of agricultural, pastoral, and mining industries.

Upon the Oakey, Bowan, and Boree Creeks a considerable area is already under lucerne cultivation; but in view of the distance of carriage from country beyond the influence of existing lines the production is comparatively limited, and, it is claimed, would be more than double with the improved means of access to markets which the construction of the proposed railway would give.

Hay now sent to Canowindra and Gregra finds a market in Sydney and the west and north-west; and it is maintained that with improved transport facilities the demand will become practically continuous on account of the frequently recurring dry seasons in those districts. In the west and north-west stockowners, in addition to purchasing hay in normal seasons as an insurance against drought, are stated to be adopting the policy of conveying their stock, particularly dry sheep and lambs, to the fodder-growing districts, and several instances have occurred in which they have been depastured in the Canowindra-Gregra country.

Statistics collected during 1923 within an area of 10 miles north and south of Canowindra and Gregra respectively, and embracing 10 miles of country on either side of the proposed line, show the number of holdings to be 121, with a population of 791. Some of these are 20 miles from existing railway communication. The area under cultivation in 1923 was 60,868 acres. During the last sixteen years 27,273 acres have been cleared. The area under crop in 1923 was 29,131, an increase of approximately 4,000 acres since 1910. Wheat was produced to the extent of 420,922 bushels, 140,000 bushels over the output of 1910. In the same period the production of oats increased from 14,926 to 30,515 bushels. Of hay, other than lucerne, 7,008 tons, and of lucerne hay 1,245 tons were grown in 1923.

In addition to the area cultivated within the district described above are 34,565 acres also suitable for cultivation, and 57,683 acres of grazing land. Of the cultivable area, 4,695 acres are described as rich alluvial flats, admirably adapted for lucerne growing. Upon the 121 holdings mentioned are 1,885 horses, 104,635 sheep, 630 dairy cattle, and 3,477 head of other cattle. The carrying capacity of the country is estimated at a sheep to the acre.

#### CONCLUSION.

8. The Committee have considered the proposal from two aspects: development of the country to be served; and the provision of a connecting link between the northern and north-western lines via Molong, Dubbo, and Werris Creek, which will avoid the heavy grades on the Gregra-Molong-Orange-Blayney system.

The area to be served is of exceptional quality. Practically the whole of it is of volcanic formation, with deposits of limestone in places, and is suitable for the production of lucerne, lucerne seed, oats, barley, maize, wheat, wool, &c. Generally, the country is rich and fertile, with an annual rainfall of 25 inches, and a climate which has been described as "capable of giving a certain living area to a family on 400 to 500 acres."

Omitting



Omitting the portion 10 miles north of Canowindra and a similar distance south of Gregra, the intervening country within an area of 10 miles on either side of the proposed line contains approximately 140,000 acres. Of this, 80 per cent. is of agricultural character; the balance is suitable for grazing. There is every reason for the conclusion that, with railway construction, the development of the district will be rapid and extensive.

When the proposed line was under review in 1915, the linking up of Dubbo with the north and north-western railway systems had not been effected. Since that time, however, these connections have been completed. The construction of the proposed line will thus form a link (as well as an extension) between the systems referred to, facilitate the removal of stock, ensure direct conveyance of the produce of the area to be served to Dubbo and other centres, and thus enable the full benefit to be obtained from the lines radiating thereto.

The Committee are of opinion that, from a national and local point of view, it is expedient the proposed line be constructed.

#### RESOLUTION PASSED.

9. The following extract from the Minutes of Proceedings shows the resolution passed by the Committee:

Mr. Travers moved,—“That, in the opinion of the Committee, it is not expedient the proposed line from Canowindra to Gregra, as referred to them by the Legislative Assembly, be constructed, but they suggest that consideration be given to the construction of a line from Canowindra to Barrigan Hall, a distance of about 14 miles.”

The motion was negatived on the following division:—

Ayes, 1.  
Mr. Travers.

Noes, 5.  
Mr. Burke,  
Mr. Dick,  
Mr. Doe,  
Mr. Drummond,  
Mr. Mahony.

Mr. Drummond moved,—That, in the opinion of the Committee, it is expedient the proposed railway from Canowindra to Gregra, as referred to them by the Legislative Assembly, be constructed.

The motion was seconded by Mr. Mahony, and agreed to on the following division:—

Ayes, 5.  
Mr. Burke,  
Mr. Dick,  
Mr. Doe,  
Mr. Drummond,  
Mr. Mahony.

Noes, 1.  
Mr. Travers.

W. T. DICK,  
Chairman.

Office of the Parliamentary Standing Committee on Public Works,  
Sydney, 15 November, 1924.



# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## MINUTES OF EVIDENCE.

### RAILWAY—CANOWINDRA TO GREGRA.

TUESDAY, 19 FEBRUARY, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to consider the expediency of constructing a line of Railway from Canowindra to Gregra.

Thomas Bryce Cooper, Under Secretary, Department of Public Works, sworn, and examined:—

1. *Chairman.*] Have you the official statement to submit respecting the proposed railway?—Yes, it is as follows:—

#### PROPOSED RAILWAY FROM CANOWINDRA TO GREGRA.

Estimated cost, £199,756, or £6,470 per mile, exclusive of land and compensation.  
Length, 30 miles 70 chains.  
Ruling grade, 1 in 100 in both directions.  
Sharpest curve, 15 chains radius.

On 20th December, 1923, the Secretary for Public Works and Minister for Railways and State Industrial Enterprises (Hon. R. T. Ball, M.L.A.) moved in the Legislative Assembly, "That it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon the expediency of constructing a line of railway from Canowindra to Gregra."

Question resolved in the affirmative.

Following is the official description of the line:—"This proposed railway commences at a point on the branch line from Canowindra to Eugowra about 1 mile north-westerly from Canowindra Station, and proceeds north-westerly and northerly on the eastern side of Thom's Water Hole Creek for about 8 miles, where a north-easterly bearing is taken for about 9 miles, and the main road to Molong, and Bowan Creek, are crossed at the latter, the northerly direction is resumed, Oakey Creek is crossed, and the village of Cudal is passed approximately 2 miles distant on the west, and about 40 chains south of Boree Creek a north-westerly bearing is taken, that creek crossed about 5 miles beyond which the line terminates by a junction with the existing branch line from Orange to Condobolin at the eastern end of Gregra Station and at 224 miles 65 chains 52 links from Sydney, *via* Orange.

"The works are light with a ruling grade of 1 in 100 in both directions. The sharpest curve is 15 chains radius."

The Railway Commissioners' latest Statutory Report is dated 12th October, 1923, and is as follows:—

#### "PROPOSED RAILWAY FROM CANOWINDRA TO GREGRA— 30 MILES 70 CHAINS.

"In accordance with the request of the Minister for Railways and in pursuance of the provisions of the Public Works Act, 1912, the Commissioners beg to submit a further report on the abovementioned proposal.

† 35321—A

"This proposal was last reported upon by the Commissioners in March, 1914, when a section of the line as far as Barragan Hall, 13½ miles beyond Canowindra in the direction of Gregra, was recommended. Since then, however, the line has been extended from Canowindra to Eugowra, which has weakened the case for an extension from Canowindra to Gregra.

"Apart from this aspect, the cost of construction has increased from £152,667 to £199,756, with a corresponding increase in the interest rate from 4 to 5½ per cent. These adverse circumstances have considerably affected the financial aspect of the proposal, with the result that the Commissioners are unable to recommend the carrying out of the work, or any part of it, at the present time.

"The financial prospect of the suggested line is as under:—

	£	£
"Estimated cost of construction ..	199,756	199,756
"Estimated annual expenditure—		
"Interest on cost of construction (£199,756) at 5½ per cent. .. ..	10,886	
"Working expenses .. ..	6,000	
		16,886
"Estimated annual revenue .. ..	4,000	4,000
"Difference .. ..		£12,886

The Common Seal of the Railway Commissioners for New South Wales was hereunto affixed the twelfth day of October, one thousand nine hundred and twenty-three, in the presence of—

(Seal.)  
JAMES FRASER,  
Chief Railway  
Commissioner.  
J. H. CANN,  
Assistant railway  
Commissioner.

"W. JNO. MORRIS, Secretary."

This proposed line forms part of a railway considered by the Public Works Committee in 1907 from Cowra to Gregra. The Committee recommended an extension only to Canowindra, and this being sanctioned by Parliament, has been constructed and opened for traffic.

In 1915 the extension of the line from Canowindra to Gregra was the subject of further inquiry by the Public Works Committee. The estimated cost was then £152,667, with an estimated annual deficit of £6,830. The Railway Commissioners, in their Statutory Report, recommended the construction of the line to Barragan Hall (13½ miles), which is the centre of the wheat-growing district, at an estimated cost of £62,114. However, the Committee negatived the proposal from Canowindra to Barragan



Witness—T. B. Cooper, 19 February, 1924.

Hall as well as the through line to Gregra, and pointed out that there was a possibility of the extension of the Canowindra-Eugowra line to Parkes or some other point on the Molong-Parkes line, when the position of the district between Canowindra and Gregra, already well served with railway facilities, would be further improved.

It may here be mentioned that the proposed extension of the Canowindra-Eugowra line to a point on the Molong-Parkes-Forbes line is the subject of a separate reference to the Committee.

After the submission of the Committee's report in 1915, the matter appears to have been allowed to rest for some time. In October, 1920, the proposal was revived, when the Cudal Railway League wrote, through the Hon. J. Dooley, M.L.A., asking the Minister to receive a deputation on the matter. In view of the then state of the finances, however, Mr. Estell decided that it would be useless to receive a deputation or give any promise as to referring the proposal again to the Public Works Committee.

In June, 1922, following on representations by the Cudal Railway League, through the Hon. J. C. L. Fitzpatrick, M.L.A., the succeeding Minister (Sir T. Henley) intimated that when the railway policy of the Government was being considered the proposal for a line from Canowindra to Gregra would not be overlooked.

In May, 1923, communications were received from the Hon. J. C. L. Fitzpatrick, Mr. J. Dooley, and Sir Charles Rosenthal, M.L.A., urging on behalf of the Molong Municipal Council and the Molong Chamber of Commerce that a survey be made from Canowindra to Molong.

Representations in support of the proposed railway were also made by the Goulburn, Coonamble and Murrumburrah Municipal Councils, the Boree, Wingadee and Amaroo Shire Councils, the Goulburn and District Chambers of Commerce, and the Molong Farmers and Settlers' Association.

On 5th July, 1923, in reply to a deputation from the Cudal and District Railway League, which asked for the construction of a line from Canowindra to Gregra and Molong, the Minister said that the point to be considered was whether there had been sufficient development in the district to justify the expense of a survey and further inquiry; but if he could have an inexpensive exploration of the country made he would again submit the proposal to the Committee. At this deputation a statement setting out the case for the proposed railway was handed in for the Minister's information. (V. Appendix A.)

Subsequently the Minister, having ascertained that a survey from Canowindra to Gregra had already been made, directed that the Railway Commissioners be asked to furnish a Statutory Report so that he might submit the matter to Parliament for reference to the Public Works Committee.

Plan, &c., herewith. Further information in regard to the proposed railway, including details of estimates, will be placed before the Committee by the Railway Commissioners' officers.

#### APPENDIX A.

Cudal District Railway League. Proposed railway from Canowindra to Molong, *via* Gregra. Distance, approximately 40 miles. President, A. K. Shannon, Davies Plains, Cudal. Hon. secretary and treasurer, Jno. Stinson, Bowan Park. 5th July, 1923.

Railway from Canowindra to Molong, *via* Gregra.

Deputation of the Cudal and District Railway League to the Hon. R. T. Ball, M.L.A., Minister for Public Works and Railways, on Thursday, 5th July, 1923.

We beg to submit for your information the following facts in connection with the proposed railway. In this application we are supported by the Molong Chamber of Commerce, and the landholders along the Dubbo-Molong line, nearing completion.

(Sgd.) H. A. Webb, Yates Bros Ltd., per A.M.Y. S. D. Gordon.

**Construction.**—The distance to be constructed is approximately 40 miles. Previous surveys disclosed no engineering difficulties of any kind in connection with the construction of the line, and that there will be no greater grade than 1 in 100; and no curves of less than 20 chains radius, and there are no bridges of any size to construct.

**Country to be served.**—The country through which the proposed railway would pass is an extensive fertile, undulating valley lying between the Canoblas Mountain on the east and the Mandageri Range on the west, a very large proportion of which is arable (estimated at 384,000 acres). The following centres and districts lie on the proposed route—Canowindra, Lockwood, Cranbury, Bowan Park, Cudal

and Gregra. It will pass within six miles of Cargo, and about three miles from Toogong. It is our opinion that these towns will at least double their population in a very short time after the line is constructed, as the absence of a railway service is a big hindrance to the development of these districts.

**Rainfall.**—The average rainfall is 25 inches, and the records show that it is particularly well distributed throughout the year, thus making the area well adapted for mixed farming.

**Soil.**—The soil is very largely of basaltic and limestone formation, a combination that makes the district ideal for all crops, and very sound for stock.

**Crops.**—The whole area is eminently suitable for wheat-growing, and for the past ten years many of the farms have averaged five bags per acre. Other crops which are regularly and successfully grown are oats, barley, and maize. There is a large amount of first-class lucerne country on the creek-flats, capable of producing excellent lucerne hay, and in parts of the Cudal district first-grade lucerne seed. Last year it was proved that cotton could be grown on the Cudal and Bowan Park Districts, and with the advent of this line this crop will be extensively cultivated. In addition, large areas are now being devoted to the production of high-grade stocks of grain for seed, and certain garden seeds.

**Fruit-growing.**—A wide range of fruits can be grown with success. On the Canoblas side, apples, cherries and summer fruits thrive, while on the lower ground on the western side of the proposed line, citrus fruits, grapes, &c., are grown to perfection.

**Stock.**—At the present time it is estimated there are 200,000 sheep and 5,000 head of cattle in the area to be served. Sheep are largely grown in conjunction with mixed farming, and this, with the adoption of more intense cultivation, augurs well for a great increase in the production of fat lambs for market, once railway facilities are available. Dairying is carried on on a very progressive basis, between 16,000 and 25,000 lb. of bacon being cured every year.

**Mineral Prospects.**—The mineral prospects of the districts are good. At Bowan Park, one gold reef recently found gave the wonderful assay of 119 oz. to the ton. This mine is situated at the head of Oakley Creek, while a little further along the same creek, another promising gold show is being worked. Cargo and Burdett possess gold mines, which have only been closed through lack of railway facilities. On the Oakley Creek there is also a vast deposit of good marble; through want of a railway line this had been abandoned. The quality of this marble is considered to be equal to the best found in New South Wales, according to the experts; in addition, there are in this district large deposits of phosphates, which are now being worked for the production of fertilizer, which has been proved of excellent quality.

**Value to existing railway system.**—This comparatively short length of line will prove a source of great benefit as a link between the north-west and the south, as it will connect the Molong-Dubbo line with the Cowra-Canowindra-Eugowra line. It will save 60 miles of haulage and eliminate the heavy pull over the Orange-Blayney section. These are items worthy of close consideration. Being a link as well as an extension, heavy traffic is assured as soon as the line is established, and we feel certain the line will be a paying proposition from its inception.

**Value in time of drought.**—By linking up Canowindra with the existing west and north-west systems through Molong, it facilitates the quick removal of starving stock, and makes more readily available for the north-west the almost unlimited supplies of lucerne which can be grown in the Canowindra and surrounding districts.

**General summary.**—The whole area to be served is included in what is known as one of the "safe" districts of New South Wales. Its value, in the opinion of men qualified to judge, is evidenced by the fact that members of one of the largest seed firms in the Commonwealth have purchased a holding and are growing considerable areas of wheat, oats, barley, garden peas, &c., especially for seed purposes. Their choice of the Cudal district was made after extensive tours throughout the greater part of New South Wales, and experience of farming and seed growing in Tasmania, New Zealand, and in other parts of this State. This promises well for the future development and close settlement of the areas which will be embraced by the railway extension we ask for. As we have shown there is as great a range of agricultural pursuits possible here as in any part of the State.

**Conclusion.**—After taking all the foregoing facts into consideration, we feel confident that we are asking you to place before your Public Works Committee a most urgently needed work, and a sound business proposition, and we trust that you can see your way clear to give us all possible support.



MONDAY, 10 MARCH, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.  
BRIAN JAMES DOE, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Canowindra to Gregra.

William Hutchinson, Chief Engineer for Railway and Tramway Construction, Department of Railways, sworn, and examined:—

2. *Chairman.*] Have you a statement to make?—Yes; but before doing so I would like to read a copy of a minute which I have written to the Secretary for Railways to-day. It is as follows:—

CANOWINDRA TO GREGRA RAILWAY.

I regret to have to report that in submitting an estimate to the Commissioners some little time ago for the Canowindra-Gregra railway, and which they have used in their statutory report, a

mistake occurred, as the surveyed line, a distance of 30 miles 70 chains, with a ruling gradient of 1 in 60, was unfortunately taken for preparing the estimate, and the gradient was given as 1 in 100 in both directions. Some time after this survey was made, with a view to reducing the grade to 1 in 100, an exploration was made and it was found that by making a deviation of 3 miles a ruling gradient of 1 in 100 could be obtained, the length of the line being 33 miles 70 chains, which works out at £216,198, or an average of £6,383 per mile as against the estimate given, £199,756, or £6,470 per mile, and the former estimate should have been given.

This afternoon I have to give evidence before the Works Committee, and am putting the matter right, and explaining the position. I, therefore, wish to let the Commissioners know of the mistake.

NEW SOUTH WALES GOVERNMENT RAILWAYS—CONSTRUCTION BRANCH.

CANOWINDRA TO GREGRA RAILWAY—(TRIAL SURVEY).

STATEMENT showing estimated cost of a single line of railway with 60-lb. rails, earth ballasted. Length of line, 33 miles 70 chains. Ruling grade 1 in 100, with load, 1 in 100 against load. Minimum curve, 15 chains radius.

Description of Work.	Estimated cost.	Summary.	Average per mile.
	£ s. d.	£ s. d.	£
Earthworks .....	25,164 8 4	.....	743
Steel and concrete waterways .....	18,283 0 2	.....	540
Level crossings, cattle stops, fencing, and road diversions .....	16,616 11 7	.....	490
Permanent-way materials—			
Rails .....	46,678 7 7	.....	1,378
Freight .....	1,649 15 1	.....	49
Platelaying .....	5,962 0 0	.....	176
Earth ballast .....	9,454 5 7	.....	279
Ballasting bridge approaches .....	1,000 12 4	.....	30
Sleepers .....	25,898 6 7	.....	764
Station Buildings—		150,707 7 3	4,449
Stations, £1,820; platforms, £1,120; station-master's house, £1,000; trucking yards, £800; loading banks, £1,640; goods shed, £400 .....	.....	6,780 0 0	200
Station works, including sidings.....	.....	13,135 10 6	388
Water supplies.....	.....	4,000 0 0	119
Telegraph.....	.....	3,400 0 0	100
Junction arrangements and signals.....	.....	2,860 0 0	84
Mile posts .....	.....	136 0 0	4
Equipment of gangs .....	.....	500 0 0	15
Maintenance of traffic .....	.....	1,700 0 0	50
		183,218 17 9	5,409
Engineering, Head Office, and contingencies, 18 per cent. ....	.....	32,979 2 3	974
Total .....	.....	£216,198 0 0	£6,383

Average cost per mile, £6,383.

3. *Chairman.*] I notice if this line is constructed it will practically be a through connection to Gregra. In view of that fact, it is considered that the 60 lb. rails will be heavy enough to carry the traffic?—It is only looked upon as a

light pioneer railway. The line, Canowindra to Eugowra, is a light pioneer line, and also Cowra to Canowindra. This is merely an extension of that, and it is also a light pioneer line.



MONDAY, 24 MARCH, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.  
WILLIAM CAMERON, ESQ.

BRIAN JAMES DOE, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Canowindra to Gregra.

Charles Austen Hodgson, Chief Traffic Manager, Department of Railways, sworn, and examined:—

4. *Chairman.*] You have a statement to make regarding this proposal?—Yes. The following is a copy of my report to the Commissioners dated 5 December last:—

With reference to the enclosed papers, I have to state that this proposal was last reported upon by the Commissioners in March 1914, when a section of the line as far as Barragan Hall, 13½ miles beyond Canowindra in the direction of Gregra, was recommended. Since then the line has been extended from Canowindra to Eugowra, which has weakened the case for an extension from Canowindra to Gregra.

Apart from this the cost of construction has increased from £152,667 to £199,756, and the interest charge formerly calculated at 4 per cent, must now be debited at 5½ per cent. These adverse

circumstances have considerably affected the financial aspect of the proposal and I am, therefore, unable to recommend the carrying out of the work, or any part of it, at the present time.

The following estimates are submitted:—

Estimated cost of construction .....	£199,756
Interest on above at 5½ per cent.....	£10,886
Working expenses .....	6,000
Estimated revenue.....	4,000
Difference .....	£12,886

I might mention that quite recently the estimated cost for this line was advanced by £16,442, due to an increased length of 3 miles to obtain a better grade. This alteration will add £905 to the interest charge quoted above.

FRIDAY, 6 JUNE, 1924.

[The Committee met at the Shire Council Chambers, Cudal.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.  
BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Canowindra to Gregra.

Abraham Kenneth Shannon, farmer, Davy's Plains, near Cudal, sworn, and examined:—

5-6. *Chairman.*] I understand that you have prepared a statement respecting the proposed railway?—Yes, it reads as follows:—Adapted to lucerne-growing, a large area is already down with lucerne. As such areas are limited, its value cannot be over stated. Fat lambs would also provide large freight. The line would give Canowindra the best possible outlet for its lucerne in the north-west and west. From every view point, the line would prove most reproductive. It is a direct link through most fertile land. I advocate the construction of the Canowindra-Gregra railway as the best possible link with the Main Southern line and the north and north-western districts. It would pass through the most fertile area of mixed farming country in the State, which has an assured rainfall and good climate, capable of providing a living on 400 acres. It is essentially a hay district. The line would give the railways 200 per cent. increase in freight. It would be a great national asset to the west and north-west as a standby in lean years for fodder. The Boree, Oatney, and Bowen Creeks have a large area of alluvial flats.

7. To what use would a man with 400 acres have to put his land?—Mixed farming.

8. What does that mean in this district?—The raising of fat lambs, dairying, and the growing of fodder.

9. And lucerne?—No. We have grown oats and maize to perfection.

10. What percentage of the land in the district would be suitable for lucerne?—I should say 30 per cent. of the country would produce grazing lucerne. About 10 per cent. would be lucerne land for conservation—that is, to make hay. The cost of haulage at the present time cuts out the profit and consequently crops for hay are seldom grown.

11. What has been the average wheat yield in the district over a series of years?—About 8 bags.

12. Where is hay grown in the district marketed?—At present it finds the Sydney and north-western market.

13. What is the production of lucerne in the district?—They get from five to six cuts. They get 3 tons of dried lucerne per acre.

14. What is the carrying capacity of this country improved?—One and a half sheep to the acre. In flush seasons it would carry two.

15. Are there any large holdings within the influence of the proposed railway?—Yes, they are being cut up.

16. Are many 400-acre blocks being worked?—No, because of the distance from railway. The district has great possibilities.

17. Is it a fact that western and north-western graziers have been purchasing hay in normal years as an insurance against drought, and is that likely to be a settled policy?—Yes; as a man insures his property against fire risks he will insure against fodder risks, which is a sound principle. The more that is done the more it will relieve the Government from having to help people to conserve fodder, and the more stock will be carried.

18. Have you noticed a disposition on the part of stock-owners to send stock to this district for lucerne?—A man with dry sheep, such as wethers, would do it, but men with lambing ewes cannot do it.

19. What is the general value of land in the district?—From £7 to £8 per acre.

20. Do you value lucerne land at £8 per acre?—I should say £14 per acre without the railway.

21. How is agricultural land generally valued?—About £8 per acre.



Witnesses—A. K. Shannon, G. H. Bowhay, and A. M. Yates, 6 June, 1924.

22. Is there much ridgy country in the district not very good?—Very little. The hilltops are basalt formation, and when cleared are very fertile.

23. *Mr. Travers.*] Has the construction of the railway from Canowindra to Eugowra stimulated production 10 or 12 miles from the line?—Yes.

24. What percentage of wheat country is there within the influence of the proposed railway?—I should say 80 per cent. is first-class wheat land, and the balance is excellent grazing land.

25. When the Committee took evidence in 1915 on a similar proposal stress was laid on taking the line as far as Barrigan Hall?—I would prefer that a spur line should start from Gregra and run here instead of to Canowindra, because it would link up with the Dubbo-Werris Creek line, and it would make this a hay district. It would be better to start from the Gregra-Molong end.

26. What is a fair living area in the district?—Four hundred acres would be a good holding for a family, with the railway.

27. I take it you consider the construction of the line is justified because it would link up two important railway systems, and also because it gave you an opportunity of sending your produce to other places, which you are unable to do at present?—Yes, the district warrants the construction of the railway.

28. *Mr. Doe.*] How much of the land from Molong to Parkes and from Canowindra towards Eugowra is under wheat?—About 50 per cent. of it has been handled. It is not all growing wheat at the present time; 80 per cent. will produce hay or wheat. Production has receded about 15 per cent.

29. If the railway were constructed what effect would it have on the production of wheat and hay?—It would make about 45 per cent. difference.

30. What is the general form of cultivation in the district?—Good, sound farming. The land is capable of intense culture.

31. What is the rainfall in the district?—Twenty-five inches.

32. Is it fairly regular?—Yes. June and July are our wettest months, and February and May are the two driest. We have an average of about 2 inches a month.

33. Have you tried potato-growing in the district?—Yes, on a small patch, with excellent results. I had 4 acres in, and the crop went about 3 tons; with proper cultivation results would have been better.

34. Would the construction of the railway lead to the subdivision of the larger estates?—There are numerous properties in the district which could be subdivided, apart from the large estates. My own place is capable of being subdivided. I have 2,300 acres. The largest area I have had under wheat is 400 acres. There are a good many places similar to mine in the district.

35. *Mr. Mahony.*] Has much maize been produced in the district?—Yes, in years gone by, but for want of transport facilities it has not been grown much. The district is quite capable of producing maize on a large scale.

36. As maize can be handled more easily than hay over good roads, with motor traction, do you think it is likely to be grown here?—Once you put it on the trucks it goes to its destination without double-handling. The labour question has to be considered. You could not link up the north-west with good roads.

37. *Chairman.*] In 1914 the Railway Commissioners recommended the construction of a railway as far as Barrigan Hall. They held the opinion that the land to be served by the proposed line was practically similar to the land between Eugowra and Canowindra. Is that your view?—Yes, from Molong to Cowra there is some of the finest land in New South Wales.

38. Would a railway from Canowindra to Barrigan Hall or from Gregra, the same distance, serve local interests?—I think a line from Gregra.

39. It has been stated that the best of wheat country is to the north. Does the country become better as you go north?—No, I do not think it varies.

George Henry Bowhay, farmer and grazier, Yeoval, sworn, and examined:

39A. *Mr. Burke.*] Where is Yeoval? Midway between Dubbo and the new line. I recommend the construction of the proposed railway from a national standpoint. Within the last few years we have lost thousands of sheep in the western division owing to rabbits, wild dogs, and drought. Drought is our worst enemy, and if the proposed railway were constructed millions of sheep would be saved annually. I agree that 400 acres is a living area in this district. The railway would enable fodder to be transported to other districts. The western graziers would take full advantage of the line to get fodder to their holdings. This district compares favourably with the Yeoval district. While acting on a committee appointed by the farmers of Ameroo district to make representations to the Railway Department for the provision of weighbridges on the Molong-Dubbo line, statistics were gathered showing that 333,163 bags would be delivered to the stations between Dubbo and Molong. That estimate proved to be 300 bags over, 330,000 bags having been delivered to those stations this year. That means a gross return of £200,000. This district is quite as good for hay. There could be no better proposition than that to link up the south and north-western districts by railway. It is not a spur line. It is a connecting link, and for that reason the line should be constructed. There is no better wheat belt in the State than that extending from Henty through Cowra, Canowindra, Eugowra, Cumnock, and Cudal. Breeders in our district have taken first prize for rams at the Sydney show. We did, on one occasion, produce the best ram in the world. The wool-growing country of the north and north-west would be protected by the proposed railway.

40. Do you represent any public body here to-day?—I am deputy president of Amaroos shire, and an executive member of the Shires Association of New South Wales. We have considered the construction of concrete roads in lieu of railways. But roads would cost as much as railways or more, and their maintenance would be greater. Concrete roads have no use in connection with this proposition. The line would form a connecting link between the north-west and southern Riverina.

41. Is not that country already linked up by the Forbes-Stockinbingal line?—Yes, but not by a direct route; 27 miles of haulage would be saved.

42. The line would not affect me personally, although in drought time I have lost 1,500 ewes carrying unborn lambs which are worth 20s. to-day.

43. Would the proposed line be of much service to you in time of drought?—Yes. I could get fodder cheaper.

44. Is there much cultivation 10 miles from Gregra towards Canowindra?—Yes; wheat, hay, and lucerne.

45. Is it not possible to get relief through there?—I have not got it there. You cannot get fodder in the quantities required.

46. How would you compare land in this district with Riverina land?—It is something similar for wheat.

47. What is a fair distance to cart wheat to the railway?—About 10 miles under present conditions. I would not care to cart hay more than 4 miles.

48. How much land do you hold?—3,500 acres.

49. What is the carrying capacity of your land?—In normal seasons about 1½ sheep to 1½ sheep to the acre.

50. What has been your yield?—From 18 to 20 bushels.

Arthur Macmullin Yates, manager, Yates Brothers, Ltd., farmers and graziers, Cudal, sworn, and examined:—

51. *Chairman.*] Will you give the Committee your views respecting the proposed railway?—Yes. We settled here after searching the whole of the State for a suitable place for our purpose of mixed farming. We wanted to find a district in which we could carry on any sort of farming, and we regard this as the most suitable. The rainfall is most conveniently distributed, and by proper farming methods, including the tilling of the soil, we can retain the moisture and grow decent summer crops. If you go



*Witnesses*—A. M. Yates, Sir N. R. Howse, V.C., M.H.R., and H. R. M. Piggott, 6 June, 1924]

further north you can grow summer crops more easily, but you have difficulty with your winter crops. The soil of this district is almost unique. It is basaltic, which is the most productive, and we have the advantage of a limestone formation, which provides rich land and that soundness so much sought after by animal breeders. We also have three or four permanent running streams in the district. I represent a firm much interested in the agricultural life of the State. The district is as yet only scratched as far as its agricultural possibilities are concerned. A great deal of land has been cleared which is used for grazing sheep. The land is well suited for hay production. At Milthorpe, where there is a better rainfall and similar soil, hay growing and fodder conservation is the main industry, and there is no reason why this district should not be as productive, or more so. Fodder could be grown here for western graziers. At present, very little hay is grown here because of the difficulty of transport. It is too far to cart hay 10 or 15 miles. Wheat is grown under handicap. The land is not producing anything like what it is capable of doing. I do not say you can grow potatoes here, but you can grow any summer crop, including maize, millet, and cow peas. I have also grown green peas. The district produces a very good pea seed, and with our favourable rainfall, lends itself to farming all the year round. There need be no month when the land is absolutely idle. I have grown Sudan grass here successfully.

52. *Mr. Drummond.* What other districts have you experience of?—I have lived at Moss Vale and Exeter, and I have travelled the State and Tasmania. My firm has a holding in Tasmania.

53. What is the area of your holding in this district?—4,200 acres.

54. To what extent are you cultivating the land?—We have 1,500 acres under cultivation off and on. We fallow portion, graze portion, and farm portion. Last year we grew about 500 acres of crop, and we have about 150 acres of lucerne.

55. How far are you from the existing railway?—From one boundary 12 miles, and from the other 16 miles. I believe the proposed line passes through portion of our place. Our nearest railway station is at Manildra at one end, and at Canowindra by passing through a neighbour's property.

56. Is 12 miles from the railway too far for effective farming?—Yes, although our land is actually further than that; 12 miles is the nearest point to the railway.

57. What is a fair distance to be from the railway?—Not more than 5 miles if you are growing for chaff. With the construction of the railway fodder production would be largely increased.

58. By how much would you increase your cultivation area if the railway were constructed?—To about 2,000 acres.

59. Is your other land unsuitable for cultivation?—It is not unsuitable, but it would have to be cleared. I should say 2,500 acres could be cultivated. The balance is a grazing and fattening proposition. The hills are stony and of basaltic nature, and it would be necessary to clear up the stones.

60. Do you consider that the area under cultivation would be practically doubled if the line were constructed?—The area cultivated this year would be doubled. Much of the land is already cleared, but it has not been used for cultivation because the facilities are not sufficient to induce more cultivation.

61. I understood a witness to say that 50 per cent. of the agricultural land is under cultivation?—I do not agree with that estimate.

62. How much of the land in the district is it possible to cultivate?—Not more than 25 per cent. without the railway. With the railway 50 per cent. is a conservative estimate. You must have grazing areas as well as cultivation blocks. The land on an average would carry a sheep and a half to the acre, and on the rough portions a sheep and a quarter to the acre.

63. What is a living area in the district?—About 500 acres.

64. What is the present value of land throughout the district?—On an average £8 per acre. The railway would improve land values 25 per cent.

65. What are the local cartage charges for wheat?—1s. per mile, and sometimes 1s. 3d.

66. Is there a tendency for farming to be discouraged under existing conditions?—I sense that. I see a tendency for the best land which should be cultivated to be used for grazing.

67. Have you noticed a tendency for properties to become amalgamated?—We have absorbed three distinct holdings in the last three years, and previous to that another estate was absorbed in another holding. I think there is a slight tendency that way.

68. If the railway were constructed would it tend to closer settlement on small holdings?—Yes.

Sir Neville Reginald Howse, V.C., M.H.R., medical practitioner, sworn, and examined:—

69. *Mr. Travers.* You represent in the House of Representatives the electorate of Calare?—Yes.

69A. The proposed line would pass through part of your electorate?—Yes. The main reason why I advocate the construction of the proposed railway is because of the advantages which this district offers from a health standpoint. It has an equitable climate, and it is an extremely healthy district. The district is, in my opinion, not producing one-quarter of what it is capable of doing, nor is it occupied by one-quarter of the people who should be here. One product that has been neglected in this district is maize. Having experience of the Manning River district, where I practised for five years as a doctor, I feel confident that if railway facilities were provided in this district, there would be a great production of maize. I support generally the evidence given before the Committee by the president of the railway league.

70. From a health standpoint, does the climate of this district compare favourably with that of Orange?—This is a more equitable climate. There is less chest trouble, such as bronchial catarrh and pneumonia, in this district. There is no excessive heat here.

71. Do you know any other part of the State which compares favourably with this district?—Yes, Riverina; but I think it is a little more dusty, and it is hotter.

72. Have you any experience of farming?—Very little, although I did some at Orange. With the construction of the railway, the increase in lucerne production would be great. On national grounds, I believe the line is justified.

Henry Robert Maguire Piggott, stock and station agent and grazier, Blayney and Tottenham, sworn, and examined:—

73. *Mr. Mahony.* Are you in favour of the line as proposed?—Yes, in my opinion it should be constructed. I believe there is no richer district for mixed farming and for closer settlement, generally, than that through which the proposed railway would pass. Than the Manildra, Molong, Toogong, Canowindra, Barrigan Hall, Wolli, Mandurama, and Woodstock districts there is no better tract of country in the State. The Government should give the people residing in those districts the benefit of better railway communication. The district being of basalt and limestone formation, it practically defies all animal diseases. It is the soundest sheep country, the carrying capacity being about 1½ sheep to the acre. The district is also eminently suited for fat lamb raising. I understand that all fat lambs raised in the district are, with few exceptions, bought up by freezing firms in Sydney. Excellent crops can be grown within the influence of the line. I would feed sheep on lucerne, then on maize, and finally wheat. It takes only 2 oz. or 3 oz. of maize to keep a sheep alive. It is better to send the maize and other feed to the sheep than to bring them here during drought time. The Lachlan and Belabula districts are of the richest for lucerne growing. Last year from 12,000 to 15,000 tons of lucerne were grown in those districts, all of which was sent



Witnesses—H. R. M. Piggott, E. R. Shelley, N. I. McLennan, 6 June, and A. L. Kefford, 7 June, 1924.

away to drought-stricken areas. The railway, by connecting this district with the western and north-western line, would have a good deal of haulage. It would be much shorter than having to go around by Blayney and Orange. During the drought years the Railway Commissioners have hauled produce at about 10s. per truck, which must have been a tremendous drain on the national exchequer. From an economical standpoint the line should be constructed.

74. What do you consider is a living area in the district?

Between 400 and 500 acres. The basalt hills in the district will grow good grass. That land is splendidly adapted to sheep. There is no waste country in the district. On the broken country probably 600 acres would be required.

5. Do you consider this district eminently suited for the production of maize?—Yes.

6. Is there not much land suitable for lucerne-growing on the Lachlan?—Yes, but it is not so good for lucerne as the Belabula. The Canowindra district is one of the richest.

77. *Chairman.*] Would the proposed extension from Eugowra to Mugincoble be of benefit to stock owners in the North West?—Not to the same extent as this line.

Eric Ralph Shelley, farmer and grazier, Cudal, sworn, and examined:—

78. *Mr. Doe.*] What area do you hold?—1,700 acres.

79. Do you agree with what Mr. Yates has said here to-day?—Yes, generally. My holding is too far from the railway for hay production. The cost of cartage is too great. I have 17 miles to cart produce, which consumes practically all the profit. I pay 1s. per ton per mile on wheat.

80. Is there phosphatic rock in the district?—Yes, and nearer Canowindra there is also.

81. What are you doing with your land?—I am growing a little wheat, but am going in mostly for fat lambs. I cultivate up to 150 acres, but I could farm 1,000 acres if I had better railway facilities.

82. How far would the railway go from your place?—The nearest siding would be about  $4\frac{1}{2}$  miles away. I think the line would pass nearly through the middle of my property.

83. What is a living area in your district?—500 acres, with a railway.

84. Do you agree that this district will grow maize?—Excellently.

85. Do you think that the estimated loss on the proposed line would soon be made up?—Yes, by the greater production that would take place, including the production of lucerne. Excellent lucerne can be grown here.

86. Do you consider that the estimated loss on the proposed line of £1,300 a year is somewhat high?—Yes, I think it would be less. Farmers require to grow both wheat and wool to get the best results.

87. If the railway were constructed would some of the large estates in the district be subdivided and a greater area be cultivated?—Yes. The population would be increased by the greater production of produce. More labour would be employed.

Neil Innes McLennan, farmer and grazier, Eumunderie, sworn and examined:—

88. *Chairman.*] Whereabouts is your holding?—It is on the Coonamble line. I am here as a western resident to support the construction of the proposed railway on the grounds that it would afford us relief in drought time. It would give us a quicker and better service. The construction of the railway is a serious matter to us. The recent rains have barely saved the situation for another year. The west has had a hard time. The feed question is a burning one to us, and any railway that will enable us to get feed to our stock is of the greatest importance. We estimate that it would mean a saving of at least 1s. a ton on fodder, and it would also save something like seventy hours in transport. I am President of the Farmers and Settlers' Association in my district, the members of which support the construction of the railway.

89. Has the question been discussed specifically or merely in conversation?—It has not been dealt with specifically, but it is the general opinion in my district that the railway should be built.

90. Would this district offer a field of relief to western and north-western graziers?—It is surer country. It will grow fodder in all seasons and we could look to it for relief in drought time.

91. Does that mean that graziers do not stock up to their full capacity?—Not necessarily.

92. Has your organisation considered the policy of buying fodder for storage in normal seasons as an insurance against the effects of drought?—We have already begun that system in the west, but it can only be done gradually. I am conserving fodder for the first time this year. I have a silo and several stacks of hay.

SATURDAY, 7 JUNE, 1924.

[The Committee met at the Shire Council Chambers, Cudal.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.

BRIAN JAMES DOE, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Canowindra to Gregre.

Albert Leslie Kefford, journalist and horticulturist, Molong, sworn, and examined:—

93. *Chairman.*] Will you make a general statement respecting the proposed railway?—Yes. The whole of this district is interlaced with limestone ridges containing 90 per cent. of carbonate. There are deposits of phosphatic rock with up to 45 per cent. of phosphoric acid. Up to the present it has been found impossible to compete with the Ocean Island and Naru deposits. Very little artificial manure is required in the district. The land from Canowindra through Gregre to Molong is very rich. The creek flats are very fertile. From Molong to Gregre, through Bowen Park, almost to Canowindra, the ridges, although regarded as second-class land for grazing, contains some of the best fruit land in the State. From Molong this year over 25,000 cases of grapes were

marketed in Sydney. While the product of the Murrumbidgee Irrigation area was sold in Sydney at 4s. to 6s. a half-case, the product of this district realised from 8s. to 12s. The whole of the fruit is grown under dry cultivation conditions. The district has a sufficient rainfall to secure a good fruit yield, and the yield per acre of fruit is greater than that of any other produce. The railway from Werris Creek to Dubbo, and from Dubbo to Molong, will form the main avenue for the transport of produce and passengers north and south. A railway from Canowindra to Molong through Gregre, would save 30 miles between Molong and Cowra, going north and south. Fruit from Queensland could be transported to Victoria that way, and wheat, oats, lucerne, and other produce could be sent more directly to Queensland. The saving in freightage justifies the construction of the line.



Witnesses—A. L. Kefford, J. H. Stinson, and F. A. Bamford, 7 June, 1924.

94. Would the saving of 30 miles in distance be of much importance in drought time?—Yes, particularly to graziers on the Coonamble line. Besides the saving in money, there is the saving of time. You would have a first-class line practically from Albury to the Queensland border.

95. During the previous inquiry in 1914 Mr. Jones of the Geological Branch of the Mines Department was asked:—

Did you notice any deposits of phosphates out there?—No; but if any do exist, I should say they would be in unworkable quantities. Were the phosphate deposits mentioned by you discovered since that date?—I think before then. On Gamboola-Cabonne holding several deposits were opened up on 1,000 acres taken up under a ninety-nine years lease. Operations ceased through the war, and the estate fell into the hands of the Government Savings Bank. They dissolved the

agreement, which enabled me to take up a limestone lease at Molong, for which I was searching. There are beds of phosphatic rock and limestone at Eukrena.

96. Are the leases close to the existing railway?—Some of them are. There are huge deposits of phosphatic rock in various places in the district. Some are small, and some are large. The action of the water makes the acid valuable to the land. It causes a natural fertilisation.

John Hall Stinson, teacher, Bowen Park, and secretary of the Railway League, Cudal, sworn and examined:—

97. Mr. Travers.] I understand you prepared some statistics?—Yes. They have been collected from people living no closer than 8 miles to the existing railway, and they extend as far as 20 miles. They are as follows:—

FEEDERS TO PROPOSED CANOWINDRA TO GREGRA RAILWAY EXTENSION.

	Number of Persons residing on Holding.	Area.	Area under Cultivation. Acres.	Area cleared since 1907. Acres.	Area under Crop during 1923. Acres.	Yield.					Area of alluvial flats suitable for Lucerne Acres.	Stock at Shearing.			Dairy Cattle.
						Wheat. Bushels.	Oats. Bushels.	Corn. Bushels.	Hay Tons.	Lucerne Tons.		Horses.	Sheep.	Cattle, not Dairy-ing.	
	546	.....	...	...	...	...	...	...	...	...	...	...	...	...	...
	213	115,213	59,098	26,948	28,201	409,072	30,179	4,208	6,868	1,215	4,089	1,824	101,975	3,407	625
	2	500	320	30	160	3,150	36	60	40	10	6	17	260	50	...
	5	1,800	800	...	440	6,300	300	...	50	20	100	30	1,100	20	5
1923.	12	538	150	95	80	600	...	300	30	...	...	4	500	30	...
Holdings .....	13	1,000	500	200	250	1,800	...	...	20	300	500	10	1,800	3,477	3
	791	119,051	60,868	27,273	29,131	420,922	30,515	4,568	7,008	1,545	4,695	1,885	104,635	3,477	633
1910.	1,131	146,268	46,035	10,882	25,803	280,691	14,926	19,710	3,875	...	3,132	2,070	112,828	2,923	1,293
Holdings .....	163														

The statistics show that should the proposed railway from Canowinda to Gregra surveyed be constructed many persons would be served, exclusive of the populations of the townships of Cudal and Cargo. They are settled on an area of 118,051 acres, of which 60,368 acres are under cultivation. 27,073 acres have been cleared since 1907. During 1923 there were under crop 25,803 acres, leaving 34,565, suitable for cultivation. There are 57,683 acres of good grazing lands. Of the cultivation area 3,132 acres are rich alluvial flats, admirably adapted to lucerne-growing. The area under cultivation last year produced 419,122 bushels of wheat, 30,515 bushels of oats, 4,568 bushels of corn, 6,988 tons of hay, and 1,245 tons of lucerne. On the holdings there are 1,875 horses, 102,835 sheep, 630 dairy cattle, and 3,477 head of other stock. There are some excellent marble deposits close to the proposed site of the Cudal station, which would return a good haulage revenue to the line. There is also good gold-bearing country close to the line. Stone from one mine has assayed 119 oz. to the ton. A parcel of 3 tons 7 cwt. of this stone sent to Port Kembla works returned a net result of £197. 2,000 acres of first-class country are under potatoes this side of Canoblas, in the Bowen Park area.

98. Are there any large estates in the district?—There is the Boree estate of about 10,000 acres, about 7 miles away towards Orange. It would be 2 or 3 miles from the proposed line.

99. What would the owners of the holdings to which you have referred be likely to do with their land if the railway were constructed?—They would go in for hay. It does not pay to grow hay now, because of the great cost of carting.

100. What are these landholders doing now?—They are mixed farming. One man is growing cotton experimentally 18 miles from the railway.

101. Mr. Drummond.] Do you consider that the estimated revenue from the proposed line would be greater than as set down by the Railway Commissioners?—Yes.

102. Is there any reason to assume that more land would be put under cultivation if the line were built?—Yes, I am certain of it, because the cost of cartage would be reduced.

Francis Arthur Bamford, accountant, Molong, sworn, and examined:—

103. Mr. Mahony.] What are your reasons for supporting the construction of the proposed railway?—It would

link up the railway system between the north and the south by means of the Molong-Dubbo line. It would save about 100 miles in distance to the Victorian border. It would place the country east of Demondrille Junction 31 miles nearer the northern line, and it would enable produce to be hauled over easier grades. From Molong to Canowindra there would be a saving of from 100 to 150 per cent in engine power. It would be 15 per cent. better than the existing line to Stockinbingal. If constructed of first-class material it would save from twelve to twenty-four hours in transport between the northern and southern lines. It would be of great advantage in the transport of fodder and stock from one part of the State to another. Lucerne would be more readily available to western and north-western graziers, as also would relief country in the north. In the event of unification of gauges, the Federal capital would be 50 miles nearer to the English mails.

104. I do not see how the proposed line would save 100 miles?—It would not save it on the inland lines, but the northern traffic to the Victorian border would have to travel 100 miles less.

105. How is it going to save that distance, having in mind traffic from Wallangarra through Tamworth, Werris Creek, Dubbo, Molong, Blayney, Cowra, Young, Harden, and Cootamundra? It would not be saved on that route. It would save it as against the coastal route.

106. Would not the Dubbo-Werris Creek line overcome much of that difficulty? Look at the map and see how it would be possible to save 100 miles?—It would save 100 miles compared with the coastal line. It would save 31 miles as against the existing line through Blayney.

107. Would the construction of the proposed railway cause much development?—Yes.

108. Would you call this a developmental line?—It is a main arterial line. It would be of more value than a pioneer line.

109. Is there serious congestion of traffic at the present time?—I would not say there is now. It would effect a saving of 31 miles, and it would be more profitable to the Commissioners to carry freight over it than by the existing railway.

110. Do you consider that for that reason the loss would be less than is estimated?—Yes.



*Witnesses—J. E. Nash, G. Middleton, G. R. B. Beattie, J. F. Brien, and S. D. Gordon, 7 June, 1924.*

James Ernest Nash, farmer and grazier, Cudal, sworn, and examined:—

George Middleton, farmer, Auburn Vale, via Cudal, sworn, and examined:

111. *Mr. Drummond.*] How far are you from the existing railway?—About 18 miles at Manildra. The proposed line would pass 3 or 4 miles from my place. I have prepared the following statement:—The district, for which we are asking railway connection, is one of the best in the State for mixed farming and grazing. For want of a railway it has not been used to its full agricultural capacity. I would stress that the agricultural output is already being reduced, and with the low price of wheat it will, without railway communication, be further reduced. With a railway I estimate that the wheat production would be increased 50 per cent. The possibilities of hay production are enormous. Very few farmers in the district grow hay or make chaff for sale, as the cost of cartage to rail cuts out nearly all profit. My holding is typical of holdings in the district. I have 1,400 acres cleared, and have sold only 50 tons of hay in the last fourteen years. In 1914 I grew 6,300 bags, or 18,900 bushels of wheat. I have reduced the area under crop because of the cost of cartage. In 1923, I grew 3,656 bags of wheat, keeping the seed for this year. I paid for carting 290 tons 15 cwt. £246, or an average of 17s. a ton. The rail rate for wheat from Manildra to Sydney in truck lots is 15s. 1d. per ton. It costs 1s. 11d. per ton more to deliver my wheat to rail at Manildra than it does from Manildra to Sydney, 230 miles away; 290 tons of wheat costs £246 to deliver to main line; 6 tons 13 cwt. of wool costs £6 for same delivery. The railway will make £218 14s. 2d. on the wheat, and £29 1s. 8d. on the wool. The return to the grower is approximately £2,300 gross, or £880 net for wheat, and £1,458 gross and £1,262 net for wool. I emphasise that from a national standpoint will it pay the Government to let this district revert to wool or to build a line, which will increase production and make the line pay? I could grow annually on an average 350 tons of fodder with a view to sale in lean years, but I would not take it on without the railway. Cutting crops for hay keeps the land clean. Land constantly used for wheat-growing becomes wheat-sick. Farmers who are so far from the line as we are cannot give proper attention to fallowing, as so much of our time is taken up in delivering wheat to rail. Horse teams are employed all the year round without a rest. It is cruel work for the horses, and is disheartening to the growers. As an alternative, I would prefer a spur line from Gregra to a point about 14 miles towards Barrigan Hall. Such a line would suit a greater number than one from Canowindra to Barrigan Hall, and would be preferable to no line at all. The farmers from Bowan Park are agreed that it was a mistake to turn down the spur line from Canowindra to Barrigan Hall, but they would prefer the Gregra to Cudal connection, thence to a point 14 miles from Gregra.

112. What is the area of your property?—2,340 acres. I have 1,400 acres cleared. If the proposed line were built I could deliver my wheat with four horses, whereas it takes eleven horses two months to do it at the present time.

113. Would a line as far as Barrigan Hall be of assistance to you?—It would undoubtedly, but I would prefer the line from Gregra. I have 400 acres under fallow this year.

114. How much of your area would you cultivate if the line were constructed to Barrigan Hall?—800 or 900 acres. I would grow for hay.

115. Is about half of your land not suitable for agriculture?—It is grazing land. I shear 2,000 sheep.

116. If the railway were constructed, would a larger area be put under crop?—Yes, I am sure of that.

117. Will there be a tendency for holdings to become larger if you do not get the line?—Yes. That is already taking place. I believe I could sell my place now to a larger landowner.

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118. *Mr. Doe.*] How far is your place from the railway?—Eighteen miles from Manilla, and about the same distance from Canowindra. I deliver my wheat to Manildra. I agree with Mr. Nash's evidence. I have 1,110 acres, the returns from which, over a period of four years, would be £1 11s. 4½ per acre. The returns for the last year over an area of 1,460 acres would be £2 3s. 10d.

119. How much of your 1,100 acres have you cultivated?—500 acres.

120. Is that net profit?—Gross. In 1920 we had a most disastrous drought.

121. In what position would you be if the line were constructed to Barrigan Hall?—It would be a great advantage to me.

122. Would it be better to connect with Canowindra or with Gregra?—With Gregra, because it would be nearer to Sydney.

123. Do you grow corn?—Yes, my district is very suitable for corn. If we could attend to the corn growing, instead of having to haul our wheat, we should be better off. We could get 20 bushels or more of maize to the acre.

124. Is ensilage made in the district?—Not a great deal. I should be rather inclined to allow my place to be absorbed in a larger holding if we do not get the railway. I feel that it would be better to sell out to men with larger holdings, and invest what capital I had in other directions, allowing my boys to go to the city. I think that would be the easiest way out.

George Rowland Bailey Beattie, shire clerk, Boree Shire sworn and examined:—

125. *Chairman.*] Did the construction of the proposed railway form the subject of discussion in your council?—Yes. The council unanimously decided to co-operate in the movement and to support the proposed railway.

126. Did the President ask you to convey that information to the Committee?—Yes.

James Fleming Brien, hotelkeeper, Gulargumbone, sworn, and examined:—

127. *Mr. Burke.*] In what capacity do you wish to give evidence?—On behalf of the Wingadee Council sitting at Coonamble. The proposed railway would be of benefit to us in regard to the transport of stock and fodder. We should get fodder much quicker, and our cattle could be transported to pasture in drought time. I know of one grazier who fed 12,000 sheep in 1920 and got part of his fodder from Albury. He used to have to give an order about three weeks in advance of the time when he wanted the fodder. By the proposed line he could get it much quicker. Our district responds very quickly after drought. If the railway were built, more land would be put under cultivation and its demand for fodder would be greater. By the construction of the proposed railway we should save about twenty hours in transport.

128. Could graziers in your district transport stock over the proposed line to Riverina?—Yes, and vice versa.

129. Would it relieve congestion?—Yes. That has been the difficulty. There is also difficulty in getting rolling-stock.

Stuart Donald Gordon, farmer and grazier, near Cudal, sworn and examined:—

130. *Chairman.*] What experience have you had in this district?—Seven years. I was 14 years in the Forbes district.

131. Have you examined in detail the major portion of the country to be served by the proposed line?—Yes, we have 4,500 acres of acquired land and 500 acres of leased land.

132. Do you devote that to mixed farming?—Not a great deal to farming—principally to grazing.



*Witnesses*—S. D. Gordon, E. P. Trebeck, K. A. Gavin, A. Francisco, and J. W. Kinghorn, 7 June, 1924.

133. How much would be suitable for the plough?—About 1,500 acres, and 4,000 acres is suitable for lucerne. 2,500 acres is ridgy land, and is mainly a grazing proposition.

134. What has been the average yield in your district?—From eight to nine bags per acre.

135. What is the general carrying capacity of the land?—From a sheep and a quarter to two sheep.

136. What would it be safe to carry year in and year out?—1½ sheep to the acre in normal seasons.

137. How far would you be from the line?—From the nearest point, about three miles.

138. Would you farm more land if the line were constructed?—It would induce me to grow more lucerne and hay?—This is one of the best districts that I know. Besides wheat and lucerne land, there is good fruit land in the district. I chose this district for my home, and it will not be my fault if my area is ever reduced. I would regard this district as a dairying one. It is a wonder to me that dairying is not gone in for. We can grow green summer crops. Besides the alluvial lucerne land the hills will grow splendid grazing lucerne. Maize has been grown in this district up to 60 bushels to the acre. Mr. Hazelton has grown 80 bushels at Toogong. On 80 acres of bare fallow I grew seven bags, and the same year put in wheat and got eight bags.

Eric Prosper Trebeck, farmer and grazier, Bowen Park, sworn, and examined:—

139. *Mr. Mahony.*] Have you a large holding?—About 1,000 acres. This district has produced champion rams and ewes. Rams have secured top price in Sydney and at the western sales. I grow lucerne. There is a large area in the district which will grow lucerne. Where my house is on the top of a hill lucerne is growing. I also make ensilage, and thousands of tons of it could be made in this district. By the construction of the proposed railway haulage over the mountains would be obviated, which would make it easier, and time is the essence of a contract. When stock trains are on the main line they are often forced to wait half a day or longer.

140. Are sheep brought into this district for relief?—Yes, a good number are, although not so many are brought down here for fodder, because the local farmers have not grown sufficient.

141. Do you breed stud sheep?—Yes, and I find it ideal country.

Kenneth Australia Gavin, farmer, Cudal, sworn, and examined:—

142. *Mr. Travers.*] What is the size of your farm?—1,050 acres. I have been forty-one years in the district. I would say that this district is equal to any in the west. Its productiveness is wonderful. It will grow practically anything. I know of no better land for sheep. Only once in a lifetime does it suffer badly from drought, and with normal stocking you are safe. I am not only in favour of the proposed railway, but also of cross-country links. In the transport of starving stock from the north to the south or from the south to the north trains are held up on the main line. If there were a few cross-country connecting links these trains could be run across in half the time they take now, and much time and money would be saved. I cultivate about 200 acres, and I have 800 acres cleared.

143. Would you go in more extensively for wheat-growing if the railway were built?—I would go in more extensively for lucerne and hay. I believe that is a better proposition. With proper cultivation you can average 35 cwt. to 2½ tons to the acre on good country.

144. What proportion of the 140,000 acres to be served by the proposed line is suitable for wheat and hay-growing?—Close on 100,000 acres.

145. Excluding the rich river flats on the western side of the Cowra-Canowindra line how does the country compare with this?—It is much on a par for wheat and hay, but this is heavier carrying country for sheep. The lighter country is more adapted to wheat. The heavier country grows more herbage and is better for stock. The country from Canowindra to Gooloogong is wonderfully rich in places for lucerne. You can get blocks of 100 acres of alluvial flats in this district. I have about 30 acres on the creek bank half under lucerne. I also have another 100 acres on which I could get several cuts a year.

146. What is a fair living area in the district to be served by the proposed line?—For mixed farming about 500 acres. In the higher country you would want an additional 100 acres.

Alfred Francisco, farmer, Cobar, sworn, and examined:—

147. *Mr. Drummond.*] Will you give the Committee your views respecting the proposed line?—Yes. The proposed railway is a very important link. We should have the quickest and shortest route to get our stock to pasture. From Molong to Monaro country seems to be the shortest route. I refer to stock which are sent from Cobar, Bourke, and Brewarina in the west, and from Walget, Mungundi, Narrabri, and Moree, in the north-west.

148. If the proposed railway were constructed would you have a shorter route to Monaro?—Yes. Sometimes our sheep are in such bad condition that we have to bring fodder to them. It seems to me, on the evidence I have heard, that this district would provide fodder cheaply and quickly. Corn suits us better than lucerne. The country I passed through yesterday in coming here surprised me. I believe it will grow corn.

149. Sufficient for the graziers in the west?—Yes. Even if we could only get a small quantity it would be cheaper to buy it in this district.

150. Is maize now used by western graziers? Yes. This district, which it is stated which will carry a sheep and quarter to the acre, must be a splendid one.

John William Kinghorn, auctioneer and land valuer, Cudal, sworn, and examined:—

151. *Chairman.*] Have you some information to impart to the Committee?—I endorse the evidence given here and am sure that the railway would cause a considerable saving in time and distance. Land values given before the Committee are very moderate. I consider the average value of land in the district is from £8 10s. to £10 per acre. There are some holdings that £10 per acre would not buy; £11 per acre has been refused for a holding of 1,200 acres within site of the town. There are two or three holdings here that I do not think money would buy. Turnips, vegetables, and pigs can be produced here profitably. The best grapes can be grown here also. There are several valuable and permanent springs in the district.







Witnesses—L. J. Jones, 21 July; and H. T. Blackett, 4 October, 1924.

**Limestone.**—Large deposits of limestone, some of which is well suited for use as ornamental marble (coloured), occur in close proximity to the proposed line. Limestone, however, is widespread in its occurrence throughout the State, and there is no reason to expect that these deposits will be worked in preference to others more favourably situated with regard to possible markets. The absence of coal in the immediate neighbourhood renders the possibility of the establishment of local cement works extremely improbable.

Lime for local requirements will probably be produced on a small scale, but little revenue for the railway can be expected from this source.

**Marble.**—There are no deposits of white marble in the vicinity of the proposed line—nor, in fact, anywhere in the State—comparable with Carrara, Grecian, or American white varieties, and as this is the type of marble most largely in demand supplies will continue to be imported from overseas. Excellent varieties of “coloured” marble, however, exist close to the proposed line, but the market for this product is limited. The average annual production of the whole State varies from 400 to 500 tons, obtained from long-established and well-known quarries at Borenore, Mulyan, Cow Flat, and Cudgegong. The tonnage likely to be raised from the Cargo-Cudal deposits will be small and almost negligible as a source of revenue for the new railway line.

154. Are there phosphatic deposits in the district to be served by the proposed line?—There are a few small deposits which have been opened up at Canowindra, about 8 miles north-east of Canowindra. They are purely local and small pocket-like deposits, of little or no commercial value. It is just possible that extensive cave-like areas may be found in the great Canowindra limestone belt, where fair deposits of recent phosphatic material are found, but the quantity from the railway standpoint would be very small. The phosphatic deposits there are likely to be similar to those in the Wellington district, where they are practically negligible.

155. Are they not being worked now?—No, the limestone contains no phosphoric acid. We have made a careful test, and we find that the quantity of phosphoric acid there is negligible. The only chance is to find it in the caves themselves, where the deposit is mainly marsupial and bat excrement of recent formation, and likely to be limited in extent. I know of no extensive deposit in the Canowindra Valley. With regard to the statements made by Mr. Wilson relating to the quantity of imported marbles and the possibility of local marble taking the place of that stone, I find that of the marbles imported 90 per cent. are of the white crystalline variety, of which there are no known deposits in the State. In 1918–19 the total value of marble imported was £14,231; in 1919–20 it was £38,208; 1919–21, £41,106; 1921–22, £29,625; and in 1922–23, £21,679. I emphasise the point that from 90 to 95 per cent. of that marble is of the white Carrara type, which is imported in the rough or scabbled, and is suitable for monumental purposes. It is mainly used in cemeteries. The value of marble obtained locally in 1918 was £2,415; 1919, £2,611; 1921, £2,315; 1922, £2,100; and in 1923, £1,900. It amounts to hardly 10 per cent. in value of the imported marble, and, moreover, the local product, whether it is obtained from Cudal or any other place in the State, is not suitable for the requirements for which the imported stone is obtained. Another point is that imported marble is obtained from established quarries and is known to architects, by whom it is specified in connection with new buildings. It is specifically asked for. Admittedly there are possibilities at Cudal of obtaining very fine coloured stone, but it would be a very long time before that stone could be placed on the market. I cannot see how stone from other localities is to be eliminated. I refer to stone from such places as Borenore, Mulyan, Cudgegong, and Cow Flat. At the best we could only expect a small quantity to be quarried from the district affected by the proposed railway, because the total quantity of local marble obtained is from 400 to 500 tons.

SATURDAY, 4 OCTOBER, 1924

[The Committee met at the Town Hall, Dubbo.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

WILLIAM CAMERON, ESQ.  
BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Canowindra to Greta.

Harold Thomas Blackett, auctioneer and grazier, and president of the Progress Association, Dubbo, sworn, and examined:—

155A. *Chairman.*] Will you give the Committee your views regarding the proposed railway?—Yes. Respecting a railway from Canowindra to a point on the Parkes-Molong line, I am authorised to give evidence to voice the views of the representative people in the district concerned. The matter has been thoroughly discussed by the Progress Association, and by the people living in the district west of north of Dubbo. We support the line from a national standpoint. The line from Molong to Dubbo renders a connection with Canowindra necessary, so as to reap the full benefit from various lines radiating from Dubbo. North-west of Dubbo out to Nyngan, Bourke, Brewarrina, and Cobar are the great sheep and cattle districts of the State, and those districts are in my opinion suitable only for that class of settlement. The country north to Moree, Narrabri, and Pocatoo could be reached directly from Dubbo by means of a cross-country line, without having

to go via Sydney. Chaff and lucerne hay produced in the Canowindra and Cowra districts, and which is greatly sought by graziers in various parts of the State, particularly in the north and north-west, could be transported to those districts over the line. These districts draw on districts further south, including Grenfell, for fodder supplies for stock. If the railway as proposed, or some similar line to connect with the Dubbo-Molong railway, were built there would be no necessity to travel over heavy grades via Blayney and Orange. As far as I can see, there would be no heavy grade on the proposed line, and there would be quick transit. The line would also practically serve as a duplicate railway from Dubbo to Cowra, obviating the necessity of duplicating the line from Blayney to Harden. Our chief asset is the merino sheep, and everything possible should be done to save such stock in time of drought. Although there have been losses through wild dogs and the rabbit pest, the greatest loss has been caused through the farmer being unable to get fodder in drought time at a reasonable price. The loss of



Witness—H. T. Blackett, 4 October, 1924.

sheep is not merely an individual loss. It is a national loss, and to prevent it we advocate the linking up of these lines. You cannot remove lambing ewes, so that facilities should be provided to get feed, including lucerne, to them. The proposed line would, in my opinion, pay for itself in the saving of stock. It would enable us to draw on a natural reservoir where lucerne and good hay can be obtained, and where we could depend on getting regular supplies.

156. Can you tell us of instances of delay that have occurred in getting produce over the Cowra-Blayney line?—There are general complaints amongst stock-owners.

157. Are those delays due to the grade or to the time of journey?—To both, and to the fact that the main line traffic holds up the stock trains.

158. Do you consider that the proposed line, if constructed, would to some extent relieve congestion on the main western line?—Certainly it would.

159. Would not there be congestion to some extent on the Blayney-Molong-Parkes line, even if the proposed railway were built?—No.

160. How often during a period of ten years would the line be useful in the way you have mentioned?—We had severe losses from 1912; 1918 to 1920 were disastrous years; 1923 and part of 1924 were also bad. I should say six years out of twelve were drought years.

161. Had the proposed railway been built would there have been a considerable saving of stock?—Yes.

162. Are you of opinion that the saving to the State generally, and the result of the construction of the proposed railway, would make up for any monetary loss?—Yes, it would more than make up for it. Everything possible should be done to maintain our merino flocks, which are going to pieces ought to droughts and other causes.

163. Do you consider that the Canowindra-Gregra line is of more importance than a connection with Eugowra?—Yes. Now that the Dubbo-Molong railway is completed there is a direct run north to Dubbo, which is a main distributing centre.

164. I take it you regard the proposed railway as the completing link?—Yes. I consider the proposed railway and a line from Leadville to Merriwa as the two most important connections. The Dubbo-Molong line is a first-class one for fast traffic. That being so, I would suggest that the Canowindra-Gregra line should also be made a first-class line, so that passenger traffic could be conveyed direct, without having to go *via* Blayney. I regard the Canowindra-Gregra railway as being as much a duplication as the Molong-Dubbo line, and it could be used to the same purpose as regards trains going south.

165. *Mr. Mahony.* Does not the Lachlan district around Forbes produce fodder?—We have not had it from there to my knowledge.

166. Could not produce from south or east of Stockinbingal be conveyed to Dubbo direct by the Molong-Parkes line?—I do not see how it could be conveyed direct. The Canowindra valley is one of our natural fodder reservoirs.

167. *Mr. Travers.* Is there much traffic in lucerne from Canowindra and Cowra and places south to Wellington and Dubbo and north and west of Dubbo under present conditions?—Yes. Lucerne is drawn here from Cowra.

168. Is there much stock traffic from north of Dubbo, Coonamble, and west of Dubbo towards Cobar, Nyngan, Bourke, and Nevertire?—Yes, a considerable traffic. Sheep trains pass through Dubbo practically every day.

169. If it were necessary to remove stock from Bourke, Nyngan, Nevertire, Warren, Narromine, or Peak Hill, would relief country be sought directly south of Parkes?—Stock have been removed from Coonamble to the snow leases near Tumut. It depends upon where the feed is.

170. Would not the line from Forbes to Stockinbingal serve the country west of Dubbo as well as the line you suggest?—It would, but if the proposed connection were

made stock could be transported directly from Coonamble. There are many occasions when you cannot remove ewes. You have to convey fodder to the stock.

171. If a line from Canowindra to Gregra were constructed, would the traffic north-west be mainly in lucerne, hay, chaff, and oats?—Yes.

172. What would be the return traffic?—There would be an increase of passenger traffic, and the usual local traffic. The line is badly needed to maintain our flocks.

173. Would that trade be regular?—Yes. Even in a season such as this stock come from Cowra.

174. Is there now a regular traffic in produce direct from Cowra and Canowindra west and north-west?—Yes.

175. Where would you find relief country around Canowindra and Cowra?—Not relief country—fodder country.

176. Has not that fodder an outlet on the existing line?—It has, but it means conveying it south to bring it north again.

177. *Mr. Drummond.* I understand that in your opinion the proposed line, if constructed, would do away with the necessity for expensive duplication from Molong to Orange?—From Orange to Blayney.

178. Have you information that such duplication has been seriously considered by the Railway Department?—Yes, I understand the Railway Commissioners have considered the matter of the duplication of the western line.

179. Do you consider that the traffic which, in your opinion, would be diverted would be diverted would be sufficient to make that duplication unnecessary?—Seeing that the Molong-Dubbo line was constructed as a duplicate line, and that duplication has been made further east, I presume duplication is necessary in other places. That line is to be a main passenger line.

180. Is it your opinion that a railway from Canowindra to Gregra would have a corresponding effect on a line from Blayney to Orange?—Yes, and on to Cowra. The line would serve fresh country into the bargain.

181. *Mr. Doe.* In stating that traffic over the proposed line would be regular, had you in mind the removal of stock or the transport of fodder?—"Store" stock and fodder.

182. Is fodder stored for drought conditions in this district?—Yes, it has been stacked on stations.

183. Do the smaller men stack it?—Unfortunately, their financial position is such that it takes them all their time to keep going. They stack a bit of hay for their horses.

184. *Chairman.* You have stated that the proposed line if constructed, should be made a first-class one. Will you listen to this evidence, given by the Chief Engineer for Railway Construction:

*Chairman* I notice if this line is constructed it will practically be a through connection with Gregra. In view of that fact, it is considered that the 60 lb. rails will be heavy enough to carry the traffic?—It is only looked upon as a light pioneer railway. The line, Canowindra to Eugowra, is a light pioneer line, and also Eugowra to Canowindra. This is merely an extension of that, and it is also a light pioneer line.

You do not agree with that?—No. It should be a line to carry heavy traffic, as in the future it should be a direct line to the south.

185. Would the fodder traffic over the line be a regular one?—Only in dry times.

186. Then it is carried at a special rate?—I believe it is.

187. Consequently it would make no difference in cost of getting fodder in drought seasons?—The difference would be in relieving congestion and in preventing delay. It is a rush traffic. I look at the matter from a broad standpoint, apart altogether from any loss there might be on the line. The greater asset would be gained by saving stock and in keeping them in fair condition.



Witness.—H. T. Blackett, 4 October. 1924.

188. *Mr. Travers.*] The distance from Cowra to Molong *via* Blayney and Orange is 90 miles, and from Cowra to Molong *via* Canowindra and the proposed line it is 68 miles, being a difference of 22 miles. Do you consider such a saving, especially in connection with the down traffic, as being of very great importance?—By itself it is not a big item.

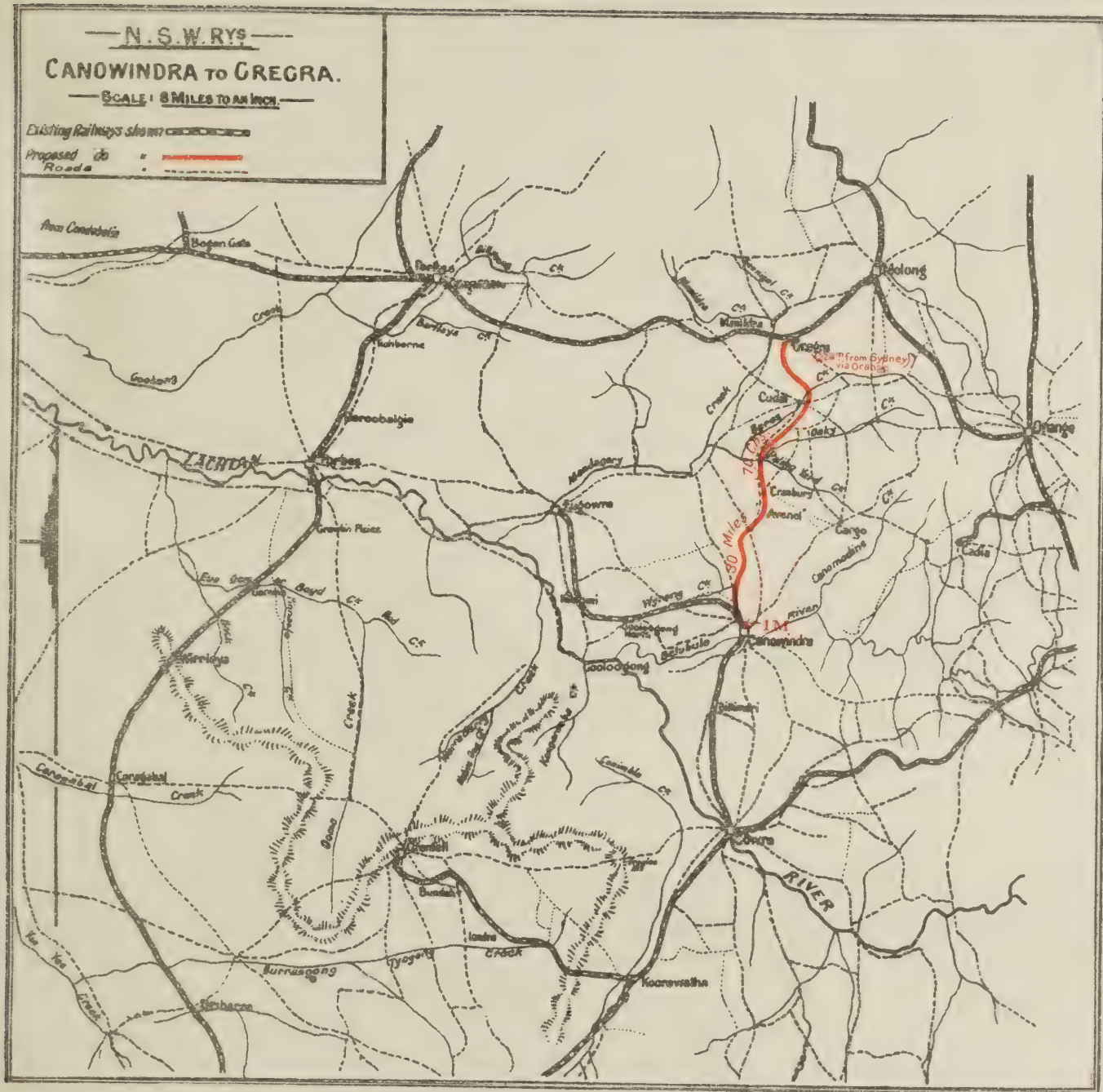
189. I take Molong as the point of connection with Dubbo, but if I were to take Orange, the distance would

be from Cowra to Orange 67 miles, as against that from Cowra to Molong, over the proposed line, 68 miles. From the standpoint of distance the benefit is with the existing line?—Yes.

190. And the grades are in favour of the existing line?—No.

191. You place importance on a line from Canowindra to Gregra so that you can get lucerne, hay, and oats from the Cowra-Canowindra district?—Yes.





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PARLIAMENTARY STANDING COMMITTEE ON  
PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE, AND PLAN,

RELATING TO THE

PROPOSED RAILWAY FROM BANKSTOWN TO  
GEORGE'S RIVER.

---

Presented to Parliament in accordance with the provisions of the Public Works Act,  
3 Geo. V No. 45.

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*Ordered by the Legislative Assembly to be printed, 29th October, 1924.*

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MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable WILLIAM THOMAS DICK, Chairman.  
The Honorable JOHN TRAVERS.  
The Honorable ROBERT MAMONY.

LEGISLATIVE ASSEMBLY.

FRANCIS MICHAEL BURKE, Esquire: Vice-Chairman.  
WILLIAM CAMERON, Esquire.  
BRIAN JAMES DOE, Esquire.  
DAVID HENRY DRUMMOND, Esquire.

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# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## RAILWAY FROM BANKSTOWN TO GEORGE'S RIVER.

### REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the Second Session of the present Parliament, under the Public Works Act of 1912 (3 George V, No. 45), and the Parliamentary Standing Committee on Public Works Election Enabling Act of 1922 (13 George V, No. 19), to whom was referred for consideration and report "the expediency of constructing a line of railway from Bankstown to George's River," have after due inquiry resolved that it is expedient the proposed railway be constructed; and in accordance with subsection (d) of clause 34 of the Public Works Act of 1912, report their resolution to the Legislative Assembly:—

#### INTRODUCTORY.

1. The construction of a line from Bankstown to George's River has been put forward by the Railway Commissioners (in conjunction with the proposed connection between Tempe and East Hills) as one which will adequately serve and develop the district concerned, and avoid the necessity for the recently recommended construction of a line from Bankstown to East Hills.

#### THE PROPOSED LINE.

2. The proposed railway commences at Bankstown Station and proceeds westerly across Weigand, Brancourt and Brandon streets, Oxford and Pringle avenues, Clarence, Market, Hunter and William Streets to Augusta Street, where it curves westerly and crosses Edgar and Victoria Streets, Sixth and Fifth Avenues, Railway Parade, and Manahan Street. Thence the route assumes a north-westerly direction till Rabaul road is reached, where it curves slightly in a south-westerly direction to the eastern bank of George's River, where it terminates.

#### ESTIMATED COST.

3. The estimated cost of a single (bifurcated at stations) line of electric railway, 3 miles 33 chains in length (4 miles 20 chains actual single track), with a ruling grade of 1 in 80 against the load, and minimum curves of 20 chains radius, is £107,114. The estimate includes £21,015 for earthworks; £11,121 for plate-laying, ballasting points and crossings, and sleepers (the latter at 7s. 6d. each); £7,580 for permanent-way materials (80-lb. rails at £12 per ton); £6,929 for over-bridges; £5,670 for road diversions, fencing and clearing; £7,126 for station buildings (including footbridge at terminal); £6,588 for overhead construction; and £5,780 for automatic signalling (including bonding).

The amount required for power and feeders is £20,000, and for engineering, contingencies, and head office charges—18 per cent., £13,288.

The estimate is based upon a standard wage of 15s. 2d. per day.

#### ESTIMATED REVENUE AND EXPENDITURE.

4. The estimated annual expenditure is £11,391, this sum including £5,891 interest on cost of construction at  $5\frac{1}{2}$  per cent., and £5,500 working expenses. The annual revenue is estimated at £6,600, leaving a difference of £4,791.

The revenue estimate is based upon purely local traffic, and does not take into consideration any enhanced earnings on the Sydenham-Bankstown section, the profits on which, after paying interest and working expenses, amounted in 1922 to £33,022.

RAILWAY



## RAILWAY COMMISSIONERS' REPORT.

5. The statutory report of the Railway Commissioners states that the construction of the proposed line will result in a very good division of the country and be in the best interests of existing and prospective settlement. Judging from the results of the working of the Bankstown line there is every justification for the comparatively small expenditure involved in its extension as now recommended. The construction of a punt on George's River at the destination point of the line will develop a large area of land on the opposite side of the river, and although only  $3\frac{1}{2}$  miles of railway construction will be needed, there will be much more than a corresponding saving in road distances to Bankstown owing to the circuitous route which has now to be taken by the residents to reach that station by road.

## THE COMMITTEE'S INQUIRY AND CONCLUSION.

6. As a result of inspection of the district affected and the hearing of evidence as to its present and future possibilities, the Committee have arrived at the conclusion that it is expedient the proposed railway be constructed.

The area to be served consists throughout of country suitable for residential settlement, the opening up of which will give a further outlet for the overcrowded population of Sydney, facilitate traffic to what is likely to be a much frequented holiday resort in the neighbourhood of George's River, give an impetus to the Soldiers' Settlement established at Milperra, and result in public advantage in the saving of time and cost to workers travelling to and from the city.

An indication of the extent to which residential settlement in and around Bankstown has been encouraged by means of existing railway extension to the township, is afforded in the fact that during the last nine years the population of the municipality has increased from 5,000 to 16,500, and the unimproved value of properties from £521,697 to £1,882,359; whilst the number of new buildings annually erected ranges from 300 to 400.

The Milperra Soldiers' Settlement, which the proposed line will serve, comprises forty-eight poultry-farms and eight vegetable gardens, the bulk of which are at present unoccupied, although it has been pointed out that a number of the farms have been allotted to poultry-farmers, who will take up residence. According to the evidence supplied the Committee, the settlement, in full production, consumes an average of 20 tons of poultry-feed per week, the whole of which has to be hauled a distance of approximately 5 miles over unformed roads at a cost of 7s. 6d. per ton. During 1923 produce to the value of £20,000 was marketed from the settlement by carrier to Bankstown and despatched by railway to Sydney.

In addition to the residents of the settlement, many of the population within the area affected by the proposed line have to travel to work at a cost of 6s. per week for motor-bus, and 4s. 7d. for railway fares; and it is apparent that to these the construction of the proposed line will afford considerable relief. Although the proposal, as submitted to the Committee, shows an estimated loss of £4,791, there appears to be no reason to doubt, in view of the results obtained from the Sydenham-Bankstown connection, that the deficiency will be made up as residential settlement develops.

The construction of the proposed line will obviate the necessity for the extension of the line from Bankstown to East Hills, recently favourably reported upon.

## RESOLUTION PASSED.

7. The resolution passed by the Committee is shown in the following extract from the Minutes of Proceedings:—

Mr. Dick moved:—"That in the opinion of the Committee it is expedient the proposed railway from Bankstown to George's River, as referred to them by the Legislative Assembly, be constructed."

Mr. Cameron seconded the motion, which was passed.

W. T. DICK,  
Chairman.

Office of the Parliamentary Standing Committee on Public Works,  
Parliament House, Sydney, 24th September, 1924.



# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## MINUTES OF EVIDENCE.

### RAILWAY, BANKSTOWN TO GEORGE'S RIVER.

MONDAY, 7 APRIL, 1924.

Present:—

THE HON. WILLIAM THOMAS DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.

BRIAN JAMES DOE, Esq.

The Committee proceeded to consider the expediency of constructing a line of Railway from Bankstown to George's River.

Thomas Bryce Cooper, Under-Secretary, Department of Public Works, sworn, and examined:—

1. *Chairman.*] You have a statement to submit with respect to this proposal?—Yes.

#### PROPOSED RAILWAY FROM BANKSTOWN TO GEORGE'S RIVER.

Estimated cost £107,114, or £31,389 per mile exclusive of land and compensation.

Length 3 miles 33 chains.

Ruling grade 1 in 86 down, and 1 in 100 up.

Sharpest curve 20 chains radius.

On 20th December, 1923, the Secretary for Public Works and Minister for Railways and State Industrial Enterprises (Hon. R. T. Ball, M.L.A.) moved in the Legislative Assembly, "That it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon the expediency of constructing a line of railway from Bankstown to George's River."

Question resolved in the affirmative.

Following is the official description of the line:—

"This proposed railway commences at Bankstown Station and proceeds westerly across Weigand, Brancourt and Brandon streets, Oxford and Pringle avenues, Clarence, Market, Hunter and William streets to Augusta-street, where the line curves slightly in a south-westerly direction to the eastern bank of George's River where it terminates at 14 miles 38 chains from Sydney.

The works are moderately heavy with a ruling grade of 1 in 86 down, and 1 in 100 up, the sharpest curve is 20 chains radius."

The Railway Commissioners' Report is dated 18th December, 1923, and is as follows:—

#### "BANKSTOWN TO GEORGE'S RIVER: PROPOSED ELECTRIC RAILWAY.

In accordance with the request of the Minister for Railways, and in pursuance of the provisions of the Public Works Act, 1912, the Commissioners beg to submit their report on the abovementioned proposal.

The length of the proposed line (single track) is 3 miles 33 chains, the estimated cost being £107,114.

The financial prospects of the proposal are as under:—

Estimated cost of construction:—	£
Including power and feeders .....	107,114
Estimated annual expenditure—	£
Interest on cost of construction at 5½ per cent...	5,891
Working expenses .....	5,500
Estimated annual revenue .....	11,391
Difference .....	6,600
	£4,791

† 39491—A

This estimate is based upon purely local traffic, and does not take into consideration any enhanced earnings on the section Bankstown-Sydenham, which has shown such excellent results.

As stated in letter dated 13th October last to the Under-Secretary of your Department, it is considered that the construction of this line would result in a very good division of the country, and would be in the best interests of existing and prospective settlement, and judging from the results of the working of the Bankstown line there is every justification for the comparatively small expenditure involved in its extension as now recommended. The construction of a punt on George's River at the destination point of the line would develop a large area of land on the opposite side of the river and although only 3½ miles of railway construction would be needed there would be much more than a corresponding saving in road distances to Bankstown owing to the circuitous route which has now to be taken by the residents to reach that station by road.

The Common Seal of the  
Railway Commissioners  
for New South Wales  
was hereunto affixed the  
eighteenth day of Decem-  
ber, one thousand nine  
hundred and twenty-  
three, in the presence  
of,—

(Seal.)

JAMES FRASER,  
Chief Railway Commissioner.  
J. H. CANN,  
Assistant Railway Commis-  
sioner.

W. JNO. MORRIS,  
Secretary."

When forwarding the foregoing report the Commissioners drew attention to the fact that the estimate is subject to revision so far as the electrical portion (£20,000) is concerned.

The letter dated 13th October last, to which reference is made in the Commissioners' report, is as follows:—

#### "SUGGESTED EXTENSION OF THE PROPOSED TEMPE-SALT PAN CREEK LINE ACROSS THE CREEK TO EAST HILLS.

In connection with this matter, the Commissioners desire me to refer to their report of the 13th instant, on the proposal to construct a line from Tempe to Salt Pan Creek. It is now suggested to make East Hills the objective, the distance being 4 miles 10 chains beyond Salt Pan Creek. If this were done it would render unnecessary the construction of the line from Bankstown to East Hills which was passed by the Public Works Committee in August, 1921.

The Commissioners therefore recommend:—

1. That a survey and estimate be prepared for the additional length of 4 miles 10 chains from Salt Pan Creek to East Hills.
2. That owing to the altered conditions in regard to the later proposal from Tempe to Salt Pan Creek, with an ultimate extension to East Hills, the line previously recommended from Bankstown to East Hills (4 miles 18 chains) be eliminated in favour of an extension from Bankstown to George's River (3½ miles) and that an estimate of the cost for same be furnished. The necessary survey information is available for this purpose.



*Witnesses*—T. B. Cooper, 7 April, C. A. Hodgson, 2 May, and J. J. C. Bradfield, 22 May, 1924.

The carrying out of these amended proposals would, in the opinion of the Commissioners, result in a very good division of the country and would be in the best interests of existing and prospective settlement, and judging from the results of the working of the Bankstown line there is every justification for the comparatively small expenditure involved in its extension as now recommended. The construction of a punt on George's River at the destination point of the line would develop a large area of land on the opposite side of the river, and although only 3½ miles of railway construction would be needed, there would be much more than a corresponding saving in road distances to Bankstown owing to the circuitous route which has now to be taken by the residents to reach that station by road.—W. JNO. MORRIS, Secretary."

The present proposal to extend the railway from Bankstown to George's River has been put forward by the Railway Commissioners, and it will be gathered from the reports which have been quoted that the suggested extension, in conjunction with the proposed

Tempe-Salt Pan Creek-East Hills line, will not only dispense with the necessity for the construction of the proposed Bankstown to East Hills Railway, but in the opinion of the Commissioners will more adequately serve and develop the districts concerned. The Bankstown-East Hills line was recommended by the Public Works Committee in August, 1921, but no Bill authorising the construction of the line has been passed by Parliament. It was the Minister's intention to introduce this Bill last session, but action was not taken in view of the Commissioners having recommended the elimination of the line in favour of the present proposal.

Plan, &c., herewith. Further information in regard to the proposed railway, including details of estimates, will be placed before the Committee by the Railway Commissioners' officers.

T. B. COOPER,  
Under-Secretary for Public Works.

7th April, 1924.

FRIDAY, 2 MAY, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Bankstown to George's River.

Charles Austen Hodgson, Chief Traffic Manager, Department of Railways, sworn and examined:—

2. *Chairman.*] You have something to add to your previous evidence in respect to this proposal?—Yes. The following is a copy of my report of 18th December, 1923, to the Commissioners on the above-mentioned proposal:—

With reference to the enclosed papers and suggestion that the Bankstown line should be extended to George's River, a distance of 3 miles 33 chains, instead of to East Hills as originally intended, the latter to be served by an extension of the proposed electric line from Tempe, via Salt Pan Creek, I have to report that the financial position is estimated as follows:—

Estimated cost of construction, including power and feeders ..... £107,114

Interest at 5½ per cent. on above.....	£5,891
Working expenses .....	5,500
	11,391
Estimated revenue .....	6,600
Difference ..	£4,791

That estimate should be compared with that originally given in connection with the Bankstown to East Hills line. It is not a line which will get much revenue at present. The district is sparsely populated at present.

3. Which extension is the more important at present—the George's River or the East Hills-Tempe line?—The East Hills-Tempe line. It would give the best revenue return.

THURSDAY, 22 MAY, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Bankstown to George's River.

John Job Crew Bradfield, Chief Engineer, Metropolitan Railway Construction and Sydney Harbour Bridge, sworn, and examined:—

4. *Chairman.*] You have some evidence to give concerning the proposed Bankstown to George's River railway?—Yes.

The proposed extension commences at the western end of the Bankstown railway station, at 11 miles 69 chains from Sydney, and proceeds in a south-westerly direction to Augusta-street at 12 miles 70 chains, which it crosses near the intersection of Cragg-street; thence the line curves towards the west, passing beneath Edgar-street and Victoria-parade. Thence bearing approximately due west, the line passes through Harold Park estate from about 13 miles 30 chains to 13 miles 60 chains, and continuing towards George's River, passes half a mile north of the Soldiers' Settlement and terminates 6 chains from the river bank at 15 miles 22 chains from Sydney.

The work is moderately heavy in the vicinity of the 13-mile peg, but it is fairly light elsewhere. The ruling grade is 1 in 100 in the direction of George's River and 1 in 80 in the direction of Bankstown, while the sharpest curve is 20 chains radius. Provision is made for three stations 500 feet long. All the land passed through is privately owned.

*Estimated Cost.*

The estimated cost of a single line 3 miles 33 chains in length, stone ballasted throughout, and fenced, with a ruling grade of 1 in 80 and the sharpest curve of 20 chains radius, is £87,114, or £25,528 per mile, exclusive of power, feeders, and land resumptions. The cost of power and feeders is estimated at £20,000, bringing the total cost, exclusive of land resumptions, to £107,114.

Provision is made for bifurcation of the track through stations, and for a double line about 12 chains long beyond the last station for storage and terminal working. The actual length of single track is 4 miles 20 chains. Provision is made for electrical operation, so that the estimate includes amounts for overhead structures and automatic signalling.

The estimate is based on a wage of 15s. 2d. per day.



3

Witnesses—J. J. C. Bradfield, 22 May, and C. Simmat, 22 July, 1924.

STATEMENT showing estimated cost of a single (bifurcated at stations) line of electric railway, with 80-lb. rails, stone ballasted and fenced. Length of line, 3 miles 33 chains (4 miles 20 chains actual single track). Ruling grade, 1 in 80 against load. Minimum curve, 20 chains radius. Estimate based on Plans Nos. T. 1,533, T. 1,539. Standard wage, 15s. 2d. per day.

Item.	Description of Work.	Estimated cost.	Summary.	Average per mile.
		£ s. d.	£ s. d.	£
1	Earthworks.....	21,015 0 0	.....	6,158
2	Culverts.....	1,511 0 0	.....	443
3	Overbridges.....	6,929 0 0	.....	2,030
4	Road diversions, fencing, and clearing.....	5,670 0 0	.....	1,662
5	Permanent-way materials (80-lb. rails, £12 per ton).....	7,580 0 0	.....	2,221
6	Freight.....	180 0 0	.....	53
7	Platelaying, at 2s. 3d. per yard.....	£842	.....	.....
8	Ballasting, at 15s. per yard.....	5,610	.....	.....
9	Sleepers, at 7s. 6d. each.....	4,207	.....	.....
10	Points and Crossings.....	462	.....	.....
		11,121 0 0	.....	3,259
11	Station Buildings (including footbridge at terminal).....	.....	54,006 0 0	15,826
12	Mile and gradient posts.....	.....	7,126 0 0	2,088
13	Telegraphs.....	.....	51 0 0	15
14	Overhead construction.....	.....	275 0 0	80
15	Automatic signalling (including bonding).....	.....	6,588 0 0	1,930
		.....	5,780 0 0	1,695
16	Engineering, Contingencies, and Head Office charges—18 per cent. ....	.....	73,826 0 0	21,634
		.....	13,288 0 0	3,894
	Total estimated cost of line.....	.....	87,114 0 0	25,528
	Power and feeders, Chief Electrical Engineer's estimate.....	.....	20,000 0 0	.....
		.....	£107,114 0 0	.....

5. *Mr. Doe.*] In the event of that line being continued from George's River to Liverpool with a branch to Warwick Farm, it would be necessary to put in a very large siding at Warwick Farm, would it not?—Yes. Under either scheme there would have to be a big siding to store the trains at Warwick Farm. I do not think that one line would be any cheaper than the other, eventually, but there would be the advantage by the direct route that people travelling every day would have to travel half a mile less each way.

6. When you say that the works are heavy at the 13-mile peg, does that mean that there will be considerable embankment at that place?—It is only heavy comparatively speaking. It is an easy line, but just there there is a cutting of 42,500 cubic yards.

7. Neither of the estimates include rolling-stock, do they?—No, but that would be provided by the Commissioners in the same way as they do on all other lines.

8. In arriving at an estimate of the profit and loss of these constructions, the rolling-stock would have to be taken into consideration, would it not?—I expect Mr. Hodgson has included that in his working expenses.

9. *Mr. Burke.*] Electric carriages are considerably lighter than the ordinary railway carriages are they not?—Electrical carriages with the motor are heavier, but the train is more capacious, and when you take the steam engine into account the electric train is lighter than the steam-drawn train.

TUESDAY, 22 JULY, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Bankstown to George's River.

Charles Simmat, firewood sawmiller, Bankstown, and chairman of the Bankstown-East Hills Railway League, sworn, and examined:—

10. *Chairman.*] Will you state your views regarding the proposed railway?—Yes. There are 10 square miles to be served by railway in the southern portion of the Bankstown Municipality. We previously asked for a connection with the southern portion, but we did not recommend that the line be constructed on any special route. The Bankstown-East Hills Railway League is satisfied with Mr. Kennedy's survey. I have been asked to give evidence to-day regarding a line different from that approved by the Committee. A railway through any portion of Bankstown must be a good proposition. From 1910 to 1924 the population of Bankstown has increased from 2,000 to 16,000, and it is the railway that has made the district. I favour the old route from Bankstown to East Hills Park, because it passes through a more settled district. On the survey of

the proposed route you would have to cross the river and the creek, but by the old line from Bankstown to East Hills you would have to cross the river only once. In the interests of the residents of the Bankstown south ward the Bankstown-East Hills line is the best proposition.

11. If the Bankstown-East Hills Park line were constructed would it be necessary to extend the Tempe line in the direction of East Hills Park as far as is indicated on the map?—I would not say that, because you are dealing with 10 square miles of territory which wants opening up.

12. Would it be wise from a railway standpoint to have two lines—from Tempe and from Bankstown—terminating at East Hills Park?—I do not see anything against it. We were promised this railway twenty odd years ago. If my boy wants to attend technical classes, he has to get on his bicycle and ride to Bankstown. The line has been hanging fire for twenty years. Any line through the district would serve it.



Witnesses—C. Simmat, and M. Fitzpatrick, 22 July, 1924.

13. Would you cut out the Tempe-East Hills line for the present?—We are out to get the best we can.

14. *Mr. Travers.*] When the railway from Bankstown to East Hills was recommended by the Public Works Committee, no consideration had been given to a line from Tempe to East Hills?—That is so.

15. What area would be served by a line from Bankstown to East Hills that would be unserved if the two lines were constructed?—The Beaconsfield estate comprises 400 acres. There would be approximately from three-quarters of a mile to a mile and a quarter of land away from the Tempe line.

16. No portion of the district would be more than about a mile away if railways from Tempe to East Hills and Bankstown to George's River were constructed?—Yes, from a mile to a mile and a half.

17. Is that too far?—No, I suppose not.

18. A line from Bankstown to East Hills would not draw traffic from Holdsworthy on the other side of George's River?—Only from one portion—towards Como.

19. The Railway Commissioners have stated that if a punt were provided the line would draw traffic from the other side?—Yes. There is a suggestion to construct a bridge there, and the vendors who purchased Moorebank submitted a proposal to the Bankstown Council to the effect that they were prepared to finance half the cost of the bridge if the Liverpool and Bankstown Municipalities and the local government authorities concerned would finance the other half. The residents of the soldiers' settlement would be able to market their produce 8 miles nearer.

20. Is the bridge likely to materialise?—The Bankstown Municipality is prepared to pay one-sixth of the cost. I suppose the Liverpool people would not be in favour of it, as it would mean diverting traffic from Liverpool to Bankstown.

21. Is there an agitation at Bankstown for a line to George's River?—We are prepared to take what we can get.

22. Is there anything like the same amount of settlement along the route of the proposed line as there is along the line from Bankstown to East Hills?—No.

23. Why has settlement resulted south-west of Bankstown, instead of directly west?—The land has been locked up. Some of the other land was cut up thirty years ago. Johnson's estate has not yet been subdivided.

24. Is land there locked up?—200 or 300 acres on the river is.

25. Is there much building going on?—At Bankstown we average more than a house a day.

26. Is the land along the route of the proposed line as good for residential sites as that south-west from Bankstown to East Hills?—Yes, just as good.

27. How do people in the surrounding districts now get to Bankstown?—By means of a bus service.

28. *Mr. Drummond.*] You are of opinion that development would result from the construction of the railway?—Yes, there is 16 miles of river frontage in the Bankstown municipality.

29. I understand that Bankstown is growing as an industrial suburb?—That is so. Only in one portion is the river shallow.

30. Is George's River made use of by the people as a tourist resort?—Yes, I have seen between 300 and 400 people there at holiday time, and a similar number at East Hills Park. Undoubtedly revenue would be obtained from that source.

31. Do you consider that the prospects are sufficiently good to justify the Committee in recommending a railway in connection with which the estimated loss is nearly £5,000?—I do not agree that there would be such a loss. In fourteen years the population of Bankstown has increased from 2,000 to 16,000. There would be a greater increase in this district because with the railway there would be more inducement to go there.

32. Do you consider that the additional revenue to this short length of line would make the remainder of the line a better paying proposition?—Undoubtedly.

33. The question arises whether at this stage, when subdivision is just taking place, the district could not be temporarily served by motor-buses?—At holiday time they could not cope with the traffic. I admit that we have a good motor-bus service throughout the district. There are seven bus services in the Bankstown municipality which feed the railway.

34. I understand they do not run in competition with the railway?—No.

35. Apart from the matter of holiday traffic, which occurs at rather long intervals, could not the motor-bus services cope with the ordinary traffic?—The fares are high. In the train it is 1s. 9d. return, and from East Hills in the bus it is 10d. each way. The bus proprietors do cut the weekly fare, but they do not run a bus early enough for some men who have to get to their work very early.

36. Do you expect that the line would pay in a reasonable time?—Undoubtedly. About 1917 the municipal council chambers site was purchased for £12 a foot. An offer of £70 a foot has been refused for land at Bankstown.

Michael Fitzpatrick, farmer, Revesby, sworn, and examined:—

37. *Mr. Mahony.*] Are you in favour of the proposed line?—Yes, I shall be satisfied so long as we get a railway. I cannot understand how there would be such a loss on the proposed line as that estimated. The Bankstown line is the best paying line in the State. On the southern side of the line the country is populated, and there are market gardeners and poultry-farmers. I think if the line were swung a little to the south it could be made a better paying proposition. It would serve the soldiers' settlement, on which over £100,000 has been spent, and they have no reasonable railway communication. A number of men have left the settlement because they were unable to market their produce cheaply enough. In my opinion the line is necessary in the interests of those people. Thousands of acres on the surveyed route from Bankstown to George's River have been locked up. Bankstown is a working-man's suburb. Cheap land is to be obtained there, and people have to get out of the city. The population of Bankstown is 16,500; the number of houses 4,756; new buildings in 1923, 362; and in 1924, 223. I have seen great improvement in the district during the twenty years I have been there. The Committee could not go wrong in recommending the construction of a railway to George's River. A line from Tempe to East Hills would not serve the same purpose. Buses cannot cope with the traffic there. In the busy hours of the morning many people have to walk or ride bicycles to the train. Thousands go to the river on Sundays and holidays, and on holidays the buses cannot cope with the traffic.

38. Is the country for a mile north and south of the proposed line suitable for residential settlement?—Yes, it is all good land.

39. Would the provision of a punt or the construction of a bridge result in settlement on the opposite side of the river?—Yes. That would bring revenue to the line.

40. Are there any large estates not cut up within a mile north and south of the proposed railway?—No. Some have been recently cut up.

41. And put on the market?—Not all of them, although the majority have been offered for sale.

42. Is the price of land in the district suitable for workers' homes?—Yes. It is the cheapest land anywhere in the metropolitan area.

43. Would the construction of the proposed line and a line from Tempe to East Hills fairly serve the country in South Bankstown ward?—Yes. It would suit the people, but it would suit them better if it went a little more south.

44. How far south of the proposed line is the soldiers' settlement?—About 1½ mile.

45. What are they doing with that land?—Poultry-farming and market gardening.



## 5

Witnesses—M. Fitzpatrick, 22 July, and W. G. Miller, 23 July, 1924.

46. If a good road were constructed to the railway siding,  $1\frac{1}{4}$  mile, it would not be a severe handicap?—No.

47. It would obviate swinging the line south?—Yes.

48. How many soldier settlers are there?—Sixty was the greatest number, but they are not all there now. There are about eight vacant houses. George's River is a pleasure resort, and there would be a big traffic there on holidays.

49. Are many of the 4,756 houses in the Bankstown area west of the Bankstown railway station?—No, mostly south.

50. Is there much settlement along the proposed route?—No, it is sparse. The land has been locked up.

51. *Mr. Doe.*] What is the price of land per foot along the Bankstown—East Hills line?—The highest price would be £80 to £100 per acre. Land is sold by the acre out there.

52. How far would the suggested bridge be from the terminus of the line?—About 1 mile or  $1\frac{1}{4}$  mile.

53. Is the river narrow at that point, or are the banks high?—There are good banks at the site, and it fits in with the Liverpool site.

54. Would it be an advantage to swing the line a little south to bring it nearer the suggested bridge?—Yes, I had that in mind, and that it would bring it nearer to the soldiers' settlement.

WEDNESDAY, 23 JULY, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.

BRIAN JAMES DOE, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Bankstown to George's River.

William Giles Miller, town Clerk, Bankstown, sworn, and examined:—

55. *Chairman.*] How long have you occupied your present position?—Since December, 1921, but I have been employed by the Bankstown Municipal Council since 1914. The municipality of Bankstown is developing very rapidly. Three hundred and sixty-two new buildings were erected in 1923, and to date, in 1924, the number is 224. The population of Bankstown Municipality is 16,500. The total number of houses there is 4,756. During last year the increase in the unimproved capital value of land in the municipality was £405,829. The increase in the improved capital value is £932,082. The present unimproved value is £1,882,359. The growth of the municipality is indicated by the fact that in 1915 the unimproved value of land was £521,697, and the population 5,000. Land subdivision in the municipality is very active, and some are very extensive.

56. Where are the new buildings being erected?—Within a reasonable distance of the existing railway, and around the centre of the municipality.

57. Would there be many along the route of the proposed line from Bankstown to George's River?—Approximately sixty-three. On the southern side in south ward there are twelve. In the Conde Park Estate, through which the line passes for some distance, there are 320 buildings.

58. The Committee has had evidence to the effect that the country between Bankstown and George's River has only recently been subdivided, and that was given as a reason why so little development has taken place in that locality. Do you confirm that view?—I should say the reason is because the land has been held in large holdings, but considerable activity is taking place now.

59. Could you express an opinion as to whether the line should be built from Bankstown to George's River? I ask the question in view of the fact that a councillor has expressed the view that the line should go from Bankstown to East Hills?—In my opinion the two lines would serve different areas.

60. Is the great increase in the unimproved and improved capital values of land in the district due to a visit of the Valuer-General?—Yes, and to subdivision activity. The Valuer-General has been valuing land in the municipality since 1918.

61. From the construction of a line from Bankstown to George's River could we expect development, not perhaps as great, but comparable with that which has taken place between Bankstown and Punchbowl during the last ten years?—Yes, with stations at suitable points development would result.

62. Do you base that view on the ground that the land is suitable for residential settlement?—Yes, a large proportion of it is.

63. It has been suggested that the line should be swung a little south to go closer to the soldiers' settlement? Do you know of any objection to that?—No.

64. Would a southern deviation of that kind cater for as much residential building land as a more northern line?—Yes, I should say so.

65. The Committee has heard some opinions respecting the negotiation for a bridge over George's River; where is it suggested to place the bridge?—At the intersection of Milperra-road and George's River.

66. How far south along the river would that be from the proposed terminus?—Between 60 and 70 chains.

67. If the line were constructed to the river, would you anticipate traffic from the other side?—Yes, if provision were made to cross the river. It would shorten the distance from the other side for such places as Moorebank and Chipping Norton. As things are they have to go around by the Liverpool-road.

68. *Mr. Travers.*] Would the Sunday and holiday traffic from Bankstown to that portion of George's River be comparable with the traffic from Bankstown to East Hills?—There is considerable traffic to the Vale of Ah pleasure resort. That is from three-quarters of a mile to a mile from the proposed terminus.

69. Is there any reason why that portion of Bankstown along the proposed line should not develop like the portion south of Bankstown towards East Hills?—It is a good way from transport facilities. There is a motor bus service, but it is limited.

70. Are there no good roads in the district?—Yes, but there are not many in that portion of the district.

71. What are land values there?—They vary from £36 to £50 per acre.

72. In subdivision, what do the blocks run to per foot?—They vary from £1 to £2. The land is cheaper as you get away from the station.

73. Is the land there as easy for building as that south of Bankstown towards East Hills?—Yes, a considerable proportion of it is excellent building ground.

74. Is there an agitation in the district for this line?—The people are agitating for any line that will open up and develop the district.

75. Do you mean that the proposed line is favoured by the Bankstown people?—Yes. There are some who advocate the Tempe-Salt Pan Creek-East Hills proposal, because it would suit them better.



*Witnesses*—W. G. Miller, W. Barnett-Smith, and W. J. Gibson, 23 July, 1924.

76. When the Bankstown-East Hills proposal was under consideration by the Committee, the Bankstown Municipality was strongly in favour of it. Have they expressed an opinion on this line?—Some have, but it has not been definitely considered by the council.

77. *Mr. Drummond.*] From your knowledge of the land, opposite the proposed terminus, is it suitable for building purposes?—Some is and some is not.

78. Has a suggestion been made to provide a punt on the river?—Yes, a proposal was submitted by the Liverpool and Bankstown councils, associated with the various public bodies concerned, for the construction of a bridge across George's River where Milperra-road intersects it. Sir Arthur Rickard agreed to contribute one-third of the cost of the bridge.

79. Has your council considered that favourably?—Yes. But we are not in a position to finance our share of the cost at the present time.

80. What about the Liverpool Municipal Council?—I believe they are in the same position. I think they are in favour of it, but they cannot go on with it now.

81. Would the construction of the proposed line have a beneficial effect upon land values and make the financial position of the council easier?—It certainly would improve land values.

82. I gather that the unimproved capital value of Bankstown Municipality has risen considerably during the last few years?—Yes. Fifty per cent. of the increase in the North Ward of the municipality can be attributed to the Regent's Park-Cabramatta line and the anticipated line from Bankstown to Regent's Park.

83. If the proposed line were constructed, would you get equally as good results?—Yes.

84. Does not the Regent's Park line pass through portion of the cemetery and Government land?—No. It is pretty well all private property.

85. From that standpoint, the council's position should improve?—Yes, no doubt it will, with increased valuations.

86. *Mr. Doe.*] Is the suggested bridge intended for vehicular and pedestrian traffic?—Yes.

87. What is the estimated cost of that bridge?—Between £5,000 and £6,000.

88. Do you know any reason why it is suggested to construct a bridge about 70 chains south of the terminus of the proposed line?—It would connect the principal roads. There is a main road there.

89. *Chairman.*] I formed the impression that the Liverpool Municipal Council was not too keen on contributing its share to the cost of the bridge. Do you care to say anything about that?—The correspondence I have received from them is to the effect that they are in favour of it, but that they have not the necessary funds.

Walter Barnett-Smith, engineer to the Bankstown Municipal Council, sworn, and examined:—

90. *Mr. Burke.*] Are you favourable to the proposed line?—Yes. It would open up a lot of country and provide travelling facilities for an estimated population of over 50,000. It would induce people to build homes there. People do not like building homes more than a mile from the railway. If you live for from the railway it costs a lot in bus fares to travel.

91. It is suggested that the line should be constructed to East Hills instead of George's River?—In my opinion there is room for both lines. Suburban railways should be not further than 2 miles apart.

92. Do you think much revenue would be obtained from holiday traffic?—Yes.

93. Is George's River in that locality a popular place now?—Yes. And the main reason why it is not more so is because of want of travelling facilities. If the line went to the river, many people would travel there in summer to bathe, supposing baths were constructed.

94. Is there much holiday traffic to George's River now?—Several buses are kept going at full pressure on Saturdays and Sundays. The fare is about 1s.

95. Is there much residential settlement between Bankstown and the proposed terminus of the George's River line?—Only in the Condle Park area about a mile or a mile and a half from the Bankstown station.

96. Is that district suitable for residential settlement?—Yes, particularly on the northern side of the line.

97. What are land values there?—From about £50 to £80, or a little more, per acre.

98. Is Bankstown becoming congested?—No, I would not say that, if you compare it with settlement in the closer suburbs. It is not as thickly built on as Tempe or Hurlstone Park.

99. Is there much land available for building purposes north and south of the line?—Yes.

100. How far from the station north and south?—There is population within a radius of 1 mile. Further out it becomes thinner.

101. I take it that while you advocate the construction of the proposed line, you also favour the Tempe-East Hills proposal?—Yes.

102. Is that because a large area would be left unserved if the latter line were not built?—Yes. The Bankstown-George's River line would hardly serve the East Hills district.

103. On what do you base your advocacy of the line in general?—The provision of travelling facilities for a greater population.

104. Do you believe George's River would be opened up as a pleasure resort?—Yes, it would be a big asset to the Bankstown Municipality. Buses cannot cope with the traffic on Saturdays and holidays. Good swimming baths on the river would attract an enormous traffic in summer from between Sydenham and Bankstown.

105. *Mr. Doe.*] Are the river banks at the proposed terminus as suitable for a crossing-place as the proposed site for the bridge?—They are very much the same.

106. *Chairman.*] There is a suggestion that the line could with advantage to the soldiers' settlement be swung some distance south. Is the country from an engineering standpoint as good to the south as it is on the proposed route?—As you get closer to the soldiers' settlement the country becomes flatter.

107. Not so good for residential purposes?—That is so.

108. Are you of opinion that the route as shown on the map is the best?—The land to the north of the proposed route is more elevated than it is to the south.

109. Would you expect more development on the north as regards increased number of buildings?—Yes, but values might have some effect on that. Although values would be higher on the north, that might restrict building there to some extent.

110. Do you consider that a line constructed on the route, as submitted to the Committee, would serve the largest area of good residential land?—Yes, a better class of residential country.

William John Gibson, independent means, Bankstown, sworn, and examined:—

111. *Mr. Travers.*] Will you give the Committee your views respecting the proposed railway?—I have been a resident of Bankstown for twenty-five years, an alderman for fourteen years, and I was six times mayor. I am chairman of the East Hills-Tempe Railway League. When we first agitated for the Bankstown line we asked for a line about half a mile south of the existing railway. It was to go as far as Chapple-road. It was taken half a mile north. The proposed line would suit the soldiers' settlement south-west of Bankstown. The land south of the proposed route is low-lying. It is higher on the northern side and is more valuable. The value of land there is about £50 per acre. The line should eventually be extended to Liverpool. We have looked at the proposal in a national light. A line to Liverpool would have been a better proposition than one from Regent's Park to Cabramatta. It would have



Witnesses—W. J. Gibson, 23 July, and T. A. Dillon, 28 July, 1924.

reduced the time of journey between Sydney and Melbourne, by running the Melbourne train that way, by about a quarter of an hour. It is rumoured the A.J.C. will have to leave their Randwick course in the near future, and they will have to find another course.

112. Are you in favour of the route as proposed from Bankstown to George's River?—Yes. I would like to see the soldiers' settlement served, but if you go too far that way you strike flooded country.

113. Would it be better if the line went more direct from Bankstown to George's River than is shown on the plan before the Committee?—The desire is to avoid the big hill. By going further north you strike rougher country.

114. Do you prefer the line from Bankstown to George's River as against a line from Bankstown to East Hills?—Yes, because it would open up more good country. A railway from Tempe to East Hills would serve East Hills better than the proposed line from Bankstown to George's River.

115. Do you contend that if a line were constructed from Tempe to East Hills it would render an unnecessary one from Bankstown to East Hills?—Yes.

116. Would you expect to get as much traffic within the next five or ten years from Bankstown to George's River as there is between Bankstown and East Hills?—If a line were constructed from Tempe to East Hills as proposed, there would come a bigger population than there is at Bankstown to-day. When you cross Salt Pan Creek you enter high, undulating country, better than the land at Bankstown. There will be large settlement there, and there is the added attraction of George's River. The park at East Hills comprises about 12 acres, but the river is wide and fairly deep, and there is good fishing. Sharks go up there, but if baths were constructed many people would go there to bathe.

117. Would you expect as large a population per mile from Bankstown to George's River as you would from Bankstown to East Hills? Does the country lend itself so much to settlement?—I would not say it is quite as good going from Bankstown to East Hills as it is on the other route. Generally the district to be served by a line from Bankstown to George's River lends itself to residential settlement.

118. Can you assign a reason why the district from Bankstown to George's River is not better settled?—It is through want of railway facilities.

119. It has been suggested that it is because the district has been land-locked?—I would not say that. On the line I favour there was a large estate, about 200 acres, but Sir Arthur Rickard has bought it, and it is being cut up.

120. What reason do you advance for the construction of a line from Bankstown to George's River?—From a national standpoint it should be constructed, and eventually it should be extended to Liverpool. It would serve splendid residential sites on the north side. There is flooded country to the left, a little past the settlement, but the line keeps outside the flooded area and passes through good residential land. There would be a big population on the river, because the river is an attraction. The pleasure grounds are well patronised, but the buses cannot cope with the traffic.

121. Would you expect much traffic on the line from across the river towards Liverpool?—Yes, if there were means of crossing the river. I believe there will be a big population, within a reasonable distance, on the other side of the river.

122. Would that portion of the district develop as well as the district from Bankstown to Sydenham?—On this side of the river there would be just as many people. Wherever a station was provided, there would be a big settlement, as has happened at Bankstown.

MONDAY, 28 JULY, 1924.

Present:—

THE HON. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.

BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Bankstown to George's River.

Thomas Andrews Dillon, farmer, Milperra Soldiers' Settlement, Bankstown, sworn and examined:—

123. *Chairman.*] How long have you resided on your block?—Since the commencement of the soldiers' settlement.

124. Are there many who have remained there so long or have the majority left?—There are twelve original poultry-farmers and two original market-gardeners there. Some of the original settlers have gone.

125. How many who originally took up land in the settlement are still there?—Twelve poultry-farmers and two market-gardeners.

126. What was the total number of farms there?—There were seven market-gardens and forty-eight poultry farms. I represent the Milperra district, and especially the soldiers' settlement area, before the Committee to-day. The district which lies between Bankstown and Liverpool is entirely devoted to poultry-farming and vegetable growing. In the centre of the district is the soldiers' settlement, comprising forty-eight poultry-farms and eight vegetable gardens, thirty of which are unoccupied. A number have been allotted to poultry-farmers who will take up residence shortly. When the settlement is in full production on an average 20 tons of poultry feed is consumed every week, all of which has to be hauled 5 miles over inferior roads, at a cost of 7s. 6d. per ton. During the year ended June, 1923, produce, including

eggs, poultry, and vegetables, to the value of £20,000, was marketed from the settlement area. That had to be conveyed to Bankstown by carrier, and then despatched by rail to Sydney. A number of the older children of the residents have to journey by motor bus to Bankstown in order to attend school, at considerable cost to their parents. The elder children also have to travel to work at a cost of 10s. 7d. per week, including 6s. for motor bus, and 4s. 7d. for rail fares. The proposed railway, if run close to the settlement, would assist the residents to market their produce. It would also benefit the Chipping-Norton Settlement on the other side of George's River. Mr. Scott, a poultry-farmer in the settlement, who is unable to attend through illness, has asked me to place facts before the Committee, with which I am well acquainted. He states that he is strongly in favour of the proposed railway, for the reason that there are some thousands of acres of good land waiting to be built on when the line is completed. A lot of country would be opened up, to which, at present, there is no reasonable means of access. There are thirty-five buses running from Bankstown daily in a westerly and south-westerly direction. They represent five separate interests, the average weekly takings being £20 each, or, in all, about £100 per week, or £5,000 per year. Mr. Scott has arrived at those figures from experience as a bus proprietor running a service from Bankstown to Milperra. He has no interest in the railway other than that he lives in the settlement area.



Witness—T. A. Dillon, 28 July, 1924

127. Would the proposed Bankstown-George's River line bring about the relief which you consider is necessary in the way of reducing travelling costs to and from the station?—Yes, considerable relief. The poultry-farmer depends a good deal on the sale of stud birds and settings. If you live a good distance from the railway you have difficulty in selling them, and out there we have fairly good fowls.

128. Which of the three proposals—from Bankstown to George's River, from Bankstown to East Hills Park, and from Tempe to East Hills Park—would afford most relief to the soldiers' settlement?—As far as they are concerned I prefer the Bankstown-East Hills line, which would come a little closer. In my opinion that line traverses better country.

129. If railways from Tempe to East Hills and from Bankstown to a point on George's River were constructed, would the whole of the area between the two lines be adequately served?—I think the dotted line as shown on the plan would open up better country.

130. Would the Bankstown-George's River line serve you as well as the Bankstown-East Hills proposal?—Yes.

131. Would it assist the settlers on the Chipping-Norton estate on the other side of the river?—Yes, if a bridge were built?

132. Is there no ferry there now?—No.

133. Does their produce go to Liverpool?—Yes, to the best of my knowledge.

134. *Mr. Burke.*] To what do you attribute the falling off in the number of settlers?—There has been nothing much in the business so far. Men who have remained there had a little capital or a war pension. I could not have stopped there if I had not had a war pension.

135. If either proposed railway were constructed would there be an influx of settlers to the area?—Yes, I think so, because there are considerable inquiries now; I presume because on account of the proposed railway.

136. Do you think the falling off has been caused by lack of railway facilities?—Not altogether. We have gone through a very depressing period. Many of us, like Micawber, have been waiting for something to turn up. Some have left because of their growing families. They had not sufficient income from the farm to see them through.

137. Is the poultry business a hard one?—Yes, it means hard scratching. A man requires every facility to make a living at it.

138. Is not the poultry-farming business controlled by the price of bran and pollard?—Yes, or by the world's wheat parity.

139. Is there keen competition amongst the poultry-farmers?—Not between one and another, because we have a co-operative system, but the market is a keen one. Our position would be much improved with the railway.

140. *Mr. Mahoney.*] How far is the soldiers' settlement from the proposed line from Bankstown to George's River?—About a mile from the office.

141. What are the roads like?—They are fair in the settlement.

142. Would a good road from the settlement to the line help you?—Yes, considerably.

143. Where do you send your produce?—To the Sydney market. A little is sold locally. For months I only picked up about 15s. a week over and above my food.

144. *Mr. Travers.*] If the Tempe-East Hills line were constructed would any traffic on the soldiers' settlement go over that line, seeing that a good portion of the soldiers' settlement would be closer to that line than to the Bankstown-George's River line?—On the portion that is closer there is a good deal of waste or swampy land. The producing area is in the middle of the settlement.

145. Does the best portion of the settlement lie north of East Hills?—Yes.

146. What is the lower part used for?—A lot of it is swampy. It is unprofitable to work that land.

147. Is the settlement on a sound basis?—A few men are. We have stuck it for seven years. There are a few men now with a little capital who have had the benefit of our experience.

148. Do you find it more profitable to send produce to Sydney?—Yes, it is better. A lot of our produce is sent overseas.

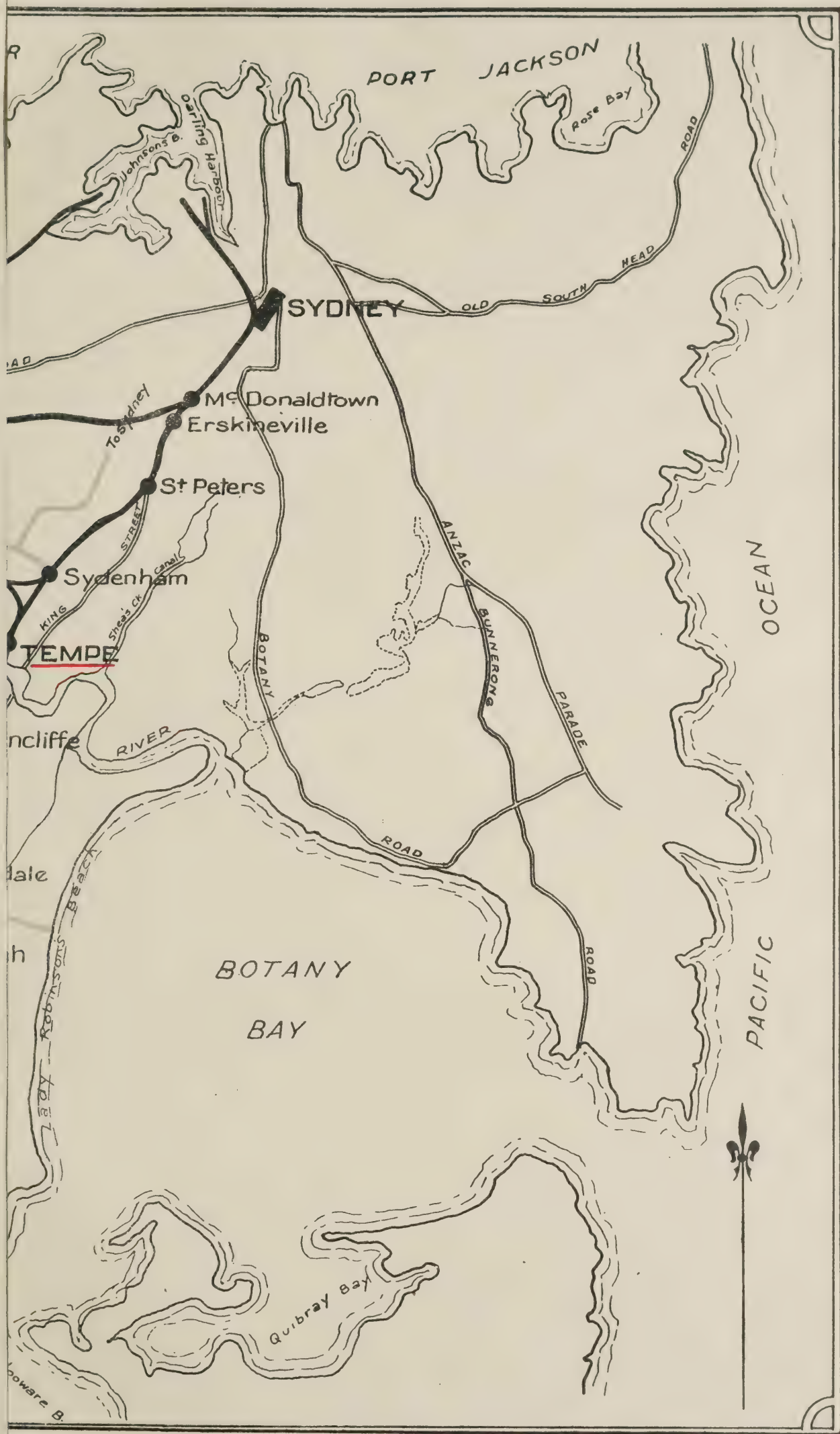
149. *Mr. Doe.*] If a railway were constructed from Bankstown to George's River or from Tempe to East Hills would you send eggs in by rail?—Yes, they are sent by rail now and marketed through a co-operative firm.

150. Do you get many breakages?—No, there are not many complaints of that kind. As far as serving the district is concerned I think the Bankstown-East Hills proposal is the best. But we should be thankful for any railway that would help us. The Tempe-East Hills line would not be of much use to us.

151. It has been suggested that the line should be swung further south to bring it nearer the soldiers' settlement, but it is stated that the further south you go towards the settlement the land becomes swampy?—On the northern part of the Milperra-road the land is not too good. It is swampy and spewey. In the settlement it is a sandy loam and is fairly good.

152. I take it that the line as submitted to the Committee is the one you recommend?—Yes.











1924.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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PARLIAMENTARY STANDING COMMITTEE ON  
PUBLIC WORKS.

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R E P O R T

TOGETHER WITH

MINUTES OF EVIDENCE

RELATING TO THE

PROPOSED RAILWAY FROM EUGOWRA  
TO A POINT ON THE  
MOLONG-PARKES-FORBES LINE.

---

Presented to Parliament in accordance with the provisions of the Public Works Act,  
3 Geo. V No. 45.

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*Ordered by the Legislative Assembly to be printed, 29th October, 1924.*

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MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

Th Honorable WILLIAM THOMAS DICK, Chairman  
The Honorable JOHN TRAVERS.  
The Honorable ROBERT MAHONY.

LEGISLATIVE ASSEMBLY.

FRANCIS MICHAEL BURKE, Esquire, Vice-Chairman.  
WILLIAM CAMERON, Esquire.  
BRIAN JAMES DOE, Esquire.  
DAVID HENRY DRUMMOND, Esquire.

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# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## RAILWAY FROM EUGOWRA TO A POINT ON THE MOLONG-PARKES- FORBES LINE.

### REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the Second Session of the present Parliament, under the Public Works Act of 1912 (3 George V, No. 45), and the Parliamentary Standing Committee on Public Works Election Enabling Act of 1922 (13 George V, No. 19), to whom was referred for consideration and report "The expediency of constructing a line of Railway from Eugowra to a point on the Molong-Parkes-Forbes line, have after due inquiry resolved that it is not expedient the proposed railway be constructed; and in accordance with subsection (d) of clause 34 of the Public Works Act of 1912, report their resolution to the Legislative Assembly:—

#### INTRODUCTORY.

1. The official evidence, submitted at the opening of the inquiry, shows that the question of railway connection between Cowra and Parkes, *via* Eugowra, has been before the Public Works Department for many years. In 1907 the Chief Commissioner for Railways, in a report on the Cowra-Canowindra line, regarded it as the first section of a line to be eventually carried to Parkes in connection with future extension of the Parkes-Condobolin to Broken Hill line. In 1911 Mr. Harper, the then Acting Chief Commissioner for Railways, in giving evidence before the Committee on the Canowindra-Eugowra proposal, also expressed the opinion that the ultimate destination of the line should be Parkes.

In their report on the Canowindra-Eugowra line (17/9/1913), the Committee stated: "An extension of the line from Eugowra to Tichborne or Parkes *via* Bartley's Creek would, according to the local evidence, traverse good wheat and grazing country and extensive forest reserves, containing young timber nearly the whole of the route; and its construction is supported by the residents of Parkes on the ground that it will furnish the products of the Lachlan flats with a direct outlet to the west, including the extensive district between Condobolin and Broken Hill. The suggested route traverses 20,000 acres of leased Crown lands suitable for farms, but at present little used."

During the period of the war the matter of the proposed railway appears to have been in abeyance, but following the commencement of construction of the Canowindra-Eugowra line in 1920, the question of extension to Parkes or Forbes was revived, and numerous requests were received by successive Ministers from the Parliamentary representatives of the district and the various local public bodies to refer the matter to the Committee.

Subsequently the Railway Commissioners, reporting in regard to a proposed junction with the Parkes-Forbes line at Tichborne, stated that until the question of extension from Eugowra was fully investigated, it would be premature to express any opinion regarding the most suitable route except to mention that an important factor was to afford the most direct connection to Broken Hill.

In



In July, 1920, a deputation to the then Minister for Public Works (the Hon. J. Estell) urged that the extension of the line from Eugowra to Parkes be submitted to the Committee. In his reply to this deputation Mr. Estell said he would refer the matter to the Committee at the earliest possible moment.

At a later date, following on representations in favour of an extension from Eugowra to Forbes, the Minister intimated his intention to refer both proposals, viz., Eugowra to Parkes and Eugowra to Forbes, to the Committee. The necessary surveys were then authorised, and the Railway Commissioners asked to furnish statutory reports on both routes. Subsequently the present Minister (the Hon. R. T. Ball) decided that as soon as he received the statutory reports asked for from the Railway Commissioners, the matter of the extension of the line from Eugowra to the Molong-Parkes-Forbes line would be submitted to Parliament for reference to the Committee.

The proposal was referred to the consideration of the Committee on 20th December, 1923.

#### THE PROPOSED LINE.

##### EUGOWRA TO MUGINCABLE.

2. The proposed railway commences at 272 miles 66 chains 90 links at the western end of Eugowra Station and proceeds almost due west for 9 miles where it curves and bears north-westerly for 7 miles. Thence the line takes a direct northerly bearing to the existing line, Molong to Condobolin, with which it junctions on the eastern side of Goobang Creek at 297 miles 52 chains from Sydney, *via* Eugowra, and 273 miles 17 chains from Sydney on the existing line *via* Molong, and a short distance east of Parkes Station. The works are light with a ruling grade of 1 in 110 in both directions. The sharpest curve is 20 chains radius.

#### ALTERNATIVE ROUTES.

##### EUGOWRA TO TICHBORNE.

3. Commencing by a junction with the branch line from Cowra to Eugowra at the western end of Eugowra Station, 272 miles 66 chains 90 links from Sydney, the route proceeds almost due west to 282 miles and across the main road Eugowra to Forbes. Thence it curves and takes a direct north-westerly direction to a point on the existing line, Molong to Parkes, and Forbes, where it terminates at a short distance south of Tichborne Station at about 283 miles from Sydney, *via* Orange, and at about 295 miles from Sydney *via* Cowra. The works are light with a ruling grade of 1 in 100 in both directions; the sharpest curve is 20 chains radius.

##### EUGOWRA TO DAROOBALGIE.

This proposal commences at 272 miles 66 chains 90 links from Sydney at the western end of Eugowra Station and proceeds almost due west to 282 miles and crosses the main road from Eugowra to Forbes; thence after bearing north-westerly for a mile a more westerly bearing is taken direct to Daroobalgie Station, where the line terminates at 294 miles from Sydney *via* Canowindra, and 291 miles from Sydney *via* Molong, and about 4 miles north of Forbes. The works are light with a ruling grade of 1 in 110 in both directions, and the sharpest curve is of 20 chains radius.

#### ESTIMATED COST.

4. The estimated cost of a line from Eugowra to Mungincoble is £142,640, or £5,749 per mile.

Included in the estimate are rails, £34,178; sleepers, £17,684; station buildings, £11,626; bridges and culverts, £9,654; fencing, £8,118; surveys, engineering, and contingencies at 18 per cent., £21,758.

Provision is made in the estimate for a single line, 24 miles 65 chains in length with 60-lb. rails, earth ballasted, a ruling grade of 1 in 110 with and against the load, and minimum curves of 20 chains radius.

#### REVENUE



REVENUE AND EXPENDITURE.

5. The official traffic estimate shows the financial position to be : Revenue, £3,500 ; working expenses, £3,700 ; interest on cost of construction at  $5\frac{1}{2}$  per cent., £7,845 ; deficit, £8,045. The estimate of revenue is practically equal to the working expenses, but it is pointed out that there would be a diversion of business from present railway stations, for which a deduction of at least 50 per cent. should be made, thus reducing the revenue estimate from £3,500 to £1,750.

RAILWAY COMMISSIONERS' REPORT.

6. Reporting on the proposed and alternative routes the Railway Commissioners point out that a complete examination of the country has been made, a trial survey having been carried out between Eugowra and Daroobalgie—4 miles from Forbes—and exploration surveys between Eugowra and Tichborne—7 miles on the Forbes side of Parkes—and from Eugowra to near Mugincoble—3 miles on the Molong side of Parkes.

Estimates have been prepared as follow :—

Proposal.	Length of Construction miles.		Estimated Cost.	Cost per mile.	Ruling Grade.	Sharpest Curve.
	m.	c.	£	£		
Mugincoble.....	24	65	142,640	5,749	1 in 110	20 chains
Tichborne .....	22	0	.....*	...*	do	do
Daroobalgie.....	21	13	133,534	6 320	do	do

\* Not available.

In the case of the Mugincoble route, 3 miles of duplication into Parkes would be involved, in addition to  $24\frac{3}{4}$  miles of construction, and whilst it avoids a back shunt junction, there is objection to the close proximity of this proposal to the existing Forbes-Parkes line, as for two-thirds of its length it runs parallel to the former at distances varying from 8 miles, opposite Daroobalgie, down to 3 miles at the junction point near Mugincoble, and over this area the local production is already well served. The remainder of the distance, *i.e.*, for about 9 miles from the Eugowra end, is now sufficiently close to rail communication to be developed. The location of this line cannot be improved, because it is bounded by hilly and inferior country.

The route suggested to Tichborne would be 9 miles less to construct, but the last half of its length is too close to the Forbes line to induce much extra production, whilst over the first half the circumstances are similar to the Mugincoble route.

The third proposal is from Eugowra to Daroobalgie, the shortest length of all (21 miles), and joins the Forbes-Parkes line at right angles, but at present suffers the local disadvantage of serving only a limited area of country on the south side due to the fact that there is no bridge over the Lachlan River between Forbes and Gooloogong, 35 miles.

In summarising the position from a local standpoint, the Commissioners state that the area concerned between Eugowra, Parkes, and Forbes is at present so situated that none of it is further than 8 miles by map measurement from existing lines, and it will be obvious, therefore, that there is not room to locate an intermediate line with prospects of creating any appreciable development. If, however, a through connection has to be considered to link up with Eugowra to meet future requirements, such as affording a duplicate route as between Parkes and Blayney, after Broken Hill has been connected, the Mugincoble proposal would seem to have most to recommend it, but until the time arrives for the consideration of this aspect of the question, the Commissioners are of opinion the construction of any of the proposals submitted is not warranted.

THE AREA TO BE SERVED.

7. The proposed line traverses country, which, for some miles west of Eugowra, and particularly in the valleys of the Mandagery Creek, is adapted to growth of wheat, oats, maize and lucerne. Generally, for some miles to the north



north and north-east of Eugowra, where the country has been improved and wire-netted, good crops are obtained. To the south there are fertile areas along the Lachlan River which are gradually becoming settled, and upon which fodder crops are being cultivated.

The area midway between the proposed and the existing lines—Parkes—Stockinbingal; Canowindra—Eugowra; and Molong—Parkes—is estimated at 157,700 acres, of which 133,000 acres have been alienated, 16,100 reserved, and 5,000 and 3,600 are leased and Crown lands respectively.

The untenanted Crown lands cover 3,500 acres, 600 of which were classified and set apart under the provisions of the Crown Lands Consolidation Act, 1913, for Additional Holdings in 1919 and 1920, at a capital value of 5s. and 10s. per acre, but no application has so far been received.

In addition to the 3,500 acres referred to, there are 16,100 acres of reserves not held under any tenure, other than annual tenure; 100 acres of other Crown lands held under Occupation License; and 1,700 acres held under Improvement Lease, making a total of about 21,400 acres of unalienated Crown lands.

Three reserves and part of another, dedicated as State Forests, have an aggregate area of 12,500 acres. The timber consists of black and white pine, grey and yellow box, oak, ironbark, yarran, gum and wattle.

There are five Closer Settlement Purchase areas and part of four others, with an aggregate of 7,400 acres. These were acquired by the Government under the provisions of the Closer Settlement Acts. All the farms therein were applied for and allotted by the Minister. The areas vary from 125 to 1,670 acres, and the disposal average price per acre from £3 15s. 6d. to £8 10s.

The average annual rainfall is 20 inches.

#### THE INQUIRY AND EVIDENCE.

8. The Committee have visited the area to be served, and inspected portions of the country affected by the proposed line, and have heard evidence as to its present and future possibilities at various centres, these including Canowindra, Eugowra, and Parkes.

The absence of the proposed connection is stated to debar producers in the Canowindra district generally from giving a quick, reliable supply of fodder to drought-stricken areas in the west and north-west. Whilst, however, it is assumed that with railway construction fodder will be regularly forwarded to those districts, it is admitted that there will not be a great quantity in good seasons; but the anticipation is that a regular general trade will be permanently established, the return traffic consisting principally of stock. Specific inquiries have been made for fodder from the Canowindra district to north and north-western areas; and the evidence shows that within the last twelve months consignments have been made to places between Parkes and Peak Hill, and Wallangarra, Warren, Wellington, etc. Canowindra, in addition to lucerne, is a wheat-growing area, much of the product finding its way to the local flour-mills. Consignments of flour despatched from Canowindra to Parkes or Molong are said to occupy a week in transit, owing to delay occasioned in connection with the railway depots at Cowra, Blayney, and Orange, and very little flour is sent to the western and north-western country on account of the high freight, due to the present long transit.

The development of the district of which Canowindra is the centre, since the construction of the line from Cowra and its extension to Eugowra, is shown by railway statistics for the past decade. In 1913, the revenue received at Canowindra railway station from the carriage of stock, fodder, wool, and wheat was £12,738, and this increased to £36,356 in 1923. The bags of wheat despatched number 122,167, and 224,040, respectively; the trucks of stock increased from 161 to 948, and of fodder from 322 to 2,504.

In view of the demand for fodder from the Canowindra district, lucerne-growing country has recently been placed under cultivation, and sales on the Belubula flats have realised £110 per acre. In this connection the question of the supply of fodder *via* Grega to northern and north-western areas requiring it, has been considered. Whilst a connection with Parkes from Canowindra, *via* Cudal and Grega, would be 15 miles longer than one *via* Eugowra, and would not impose any



any great disability so far as Canowindra as a centre is concerned, the evidence indicates that the lucerne lands south and south-west of the proposed line would be placed at a disadvantage; whilst, in view of the already settled character of the Canowindra-Grega route, a railway between those points would not lead to the development expected from the opening up of the undeveloped lands between Eugowra and Parkes.

The possibilities of the Eugowra district within a distance of 10 miles north and west, and as far as the Lachlan River, approximately 6 miles to the south, are claimed to be exceptional, particularly for the production of lucerne. Since 1915, with the exception of one year, floods have occurred in the Lachlan annually, with the result that there has been prolific lucerne growth upon the river flats, and it is confidently expected locally that with markets offering for its use it will be possible to obtain 6 cuts with an average of 25 cwt. per acre per cut on the flooded, and 15 cwt. per acre per cut on the unflooded country annually. Estimates furnished by the Eugowra Railway League give the area suitable for lucerne-growing in the portions of the country affected by the proposed line north of the Lachlan as 10,414 acres. Of this 843 acres are now under lucerne on the flats and creeks; the area under preparation is 1,052 acres. Assuming 50 per cent. of the estimated area is placed under cultivation there should be produced 26,035 tons of lucerne annually. In addition to the above the production of lucerne in the Goolagong district, midway between that of Canowindra-Eugowra, would approximate that of Eugowra in the event of the non-construction of a line from Goolagong to Werrinya, and would also be a feeder of the proposed line.

Portion of the lucerne country to be served is south of the Lachlan River, across which there is no present means of communication. It is anticipated, however, that this difficulty will shortly be met by the construction of a bridge, when the estimate of country suitable for lucerne-growing may be increased by 25 per cent., and the output to 32,545 tons.

In the neighbourhood of Eugowra township wheat is grown in fairly large quantities, some of the crops yielding up to 24 bushels to the acre. Wheat trucked at Eugowra railway station last season amounted to between 90,000 and 92,000 bags. According to the local agents many demands are made for lucerne, and several thousand tons of chaff and lucerne have been despatched principally to Goulburn, Gilgandra, Wellington, Dubbo, Parkes, Peak Hill, etc., the whole of which, in the absence of direct communication, had to be conveyed *via* Blayney. The present principal objection to extensive quantities being conveyed to the north and north-western districts generally is stated to be the high cost of carriage over a circuitous route, which agents in those districts have suggested the producers themselves should pay.

The Parkes-Peak Hill-Narromine, Trundle-Tottenham, and Condoblin-Trida districts appear to be interested in the extension of a line from Eugowra, inasmuch as it will save approximately 166 miles in the carriage of fodder from Eugowra over existing lines. Since the construction of the line to Canowindra, and thence to Eugowra, an impetus has been given to the growth of fodder; and it is assumed that if a direct route to the west and south-west is opened up the production will be increased tenfold. During the 1919-1920 drought the local experience was that although Eugowra is only 28 miles from Parkes, fodder trucked from the latter place on a Monday, and carried by railway *via* Cowra, Blayney, and Orange, usually reached its destination at Parkes on the following Saturday, whereas if the proposed line had been in existence it would have been conveyed in a few hours.

#### CONCLUSION.

9. As a result of their inquiry the Committee have arrived at the conclusion that it is not expedient the proposed railway be constructed.

Whilst the country proposed to be served is admittedly good, it is apparent that, inasmuch as the whole of it is already within from 8 to 10 miles of existing services, no appreciable fresh development can be expected from railway construction. Consequently, the Committee are of opinion that on local grounds the proposed extension is not justified.

Stress



Stress has been laid during the inquiry upon the importance of linking up the Harden-Blayney with the Molong-Parkes-Forbes line to enable fodder to be conveyed north and north-west during drought periods for starving stock. Regarding this aspect of the proposal, attention is drawn to the official evidence, which mentions that until the time arrives, by the completion of the line to Broken Hill, to consider this aspect of the question, the proposed connection cannot be recommended. With this statement the Committee, after careful investigation, are in agreement, and for this and the other reasons stated are unable to recommend the construction of the proposed line.

RESOLUTION PASSED.

10. The resolution passed by the Committee is shown in the following extract from the Minutes of Proceedings:—

Mr. Travers moved,—“That, in the opinion of the Committee, it is not expedient the proposed railway from Eugowra to a point on the Molong-Parkes-Forbes line, as referred to them by the Legislative Assembly, be constructed.”

Mr. Drummond seconded the motion, which was passed.

W. T. DICK,  
Chairman.

Office of the Parliamentary Standing Committee on Public Works,  
Parliament House, Sydney, 13th October, 1924.



PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

RAILWAY—EUGOWRA TO A POINT ON THE MOLONG-PARKES-FORBES LINE.

TUESDAY, 19 FEBRUARY, 1924.

Present:—

THE HON. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.  
BRIAN JAMES DOE, ESQ.  
DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to consider the expediency of constructing a line of Railway from Eugowra to a point on the Molong-Parkes-Forbes Line.

Thomas Bryce Cooper, Under Secretary, Department of Public Works, sworn, and examined:—

1. *Chairman.*] Will you read the official statement respecting the proposed line?—Yes, it is as follows:—

PROPOSED RAILWAY FROM EUGOWRA TO MUGINCIBLE.

Estimated cost, £142,640, or £5,749 per mile, exclusive of land and compensation.  
Length, 24 miles 65 chains.  
Ruling grade, 1 in 110 in both directions.  
Sharpest curve, 20 chains radius.

On 20th December, 1923, the Secretary for Public Works and Minister for Railways and State Industrial Enterprises (Hon. R. T. Ball, M.L.A.), moved in the Legislative Assembly, "That it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon the expediency of constructing a line of railway from Eugowra to a point on the Molong-Parkes-Forbes line."

Question resolved in the affirmative.

When moving the resolution in Parliament to refer the proposed line to the Public Works Committee, the Minister stated that three alternative routes had been suggested for connecting up Eugowra with Parkes or Forbes, viz., Eugowra to Mugincoble (Molong-Parkes line), Eugowra to Tichborne (Parkes-Forbes line) and Eugowra to Daroobalgie (Parkes-Forbes line); and that the line formally submitted was that from Eugowra to Mugincoble, but the question as to which was the most suitable route would be a matter for the Committee to investigate.

Following are the official descriptions of the proposed line from Eugowra to Mugincoble and the alternative routes referred to:—

"Eugowra to Mugincoble.

"This proposed railway commences at 272 miles 66 chains 90 links at the western end of Eugowra Station and proceeds almost due west for 9 miles where it curves and bears north-westerly for 7 miles, thence the line takes a direct northerly bearing to the existing line, Molong to Condobolin, with which it junctions on the eastern side of Goobang Creek at the 297 miles 52 chains from Sydney, *via* Eugowra, and 273 miles 17 chains from Sydney on the existing line *via* Molong, and a short distance east of Parkes Station.

"The works are light with a ruling grade of 1 in 110 in both directions. The sharpest curve is 20 chains radius.

"Eugowra to Tichbourne.

"This proposed railway commences by a junction with the branch line from Cowra to Eugowra at the western end of Eugowra Station, 272 miles 66 chains 90 links from Syd-

ney, and proceeds almost due west to 282 miles and across the main road Eugowra to Forbes. Thence it curves and takes a direct north-westerly direction to a point on the existing line, Molong to Parkes, and Forbes, where it terminates at a short distance south of Tichborne Station at about 283 miles from Sydney, *via* Orange, and at about 295 miles from Sydney *via* Cowra. The works are light with a ruling grade of 1 in 100 in both directions. The sharpest curve is 20 chains radius.

"Eugowra to Daroobalgie.

"This proposed railway commences at 272 miles 66 chains 90 links from Sydney at the western end of Eugowra Station and proceeds almost due west to 282 miles and crosses the main road from Eugowra to Forbes, thence after bearing north-westerly for a mile a more westerly bearing is taken direct to Daroobalgie Station, where the line terminates at 294 miles from Sydney *via* Canowindra, and 291 miles from Sydney *via* Molong, and about 4 miles north of Forbes.

"The works are light with a ruling grade of 110 in both directions, and the sharpest curve is 20 chains radius."

The Railway Commissioners' Statutory Report is dated 6th December, 1923, and is as follows:—

"PROPOSED RAILWAY CONNECTION BETWEEN EUGOWRA AND THE PARKES-FORBES LINE.

"In accordance with the request of the Minister for Railways, and in pursuance of the provisions of the Public Works Act, 1912, the Commissioners beg to submit their report on the abovementioned proposal.

"A complete examination of the country, which it is considered has claims to railway communication, has been made, a trial survey having been carried out between Eugowra and Daroobalgie—4 miles from Forbes, and exploration surveys have been made between Eugowra and Tichborne—7 miles on the Forbes side of Parkes—and from Eugowra to near Mugincoble—3 miles on the Molong side of Parkes, as shown on the attached map.

"Estimates have been prepared as follow:—

Proposal	Length of Construction miles.	Estimated Cost.	Cost per mile.	Ruling Grade.	Sharpest Curve.
	m. c.	£	£		
Mugincoble .....	24 65	142,640	5,749	1 in 110	20 chains
Tichborne .....	22 0	.....*	...*	do	do
Daroobalgie .....	21 13	133,534	6,320	do	do

\* Not available.



Witness—T. B. Cooper, 19 February, 1924.

"In the case of the Mugincoble route, 3 miles of duplication into Parkes would be involved, in addition to 24½ miles of construction, and whilst it avoids a back shunt junction, there is objection to the close proximity of this proposal to the existing Forbes-Parkes line, as for two-thirds of its length it runs parallel to the former at distances varying from 8 miles, opposite Daroobalgie, down to 3 miles at the junction point near Mugincoble, and over this area the local production is already well served. The remainder of the distance, *i.e.*, for about 9 miles from the Eugowra end, is now sufficiently close to rail communication to be developed. The location of this line cannot be improved because it is bounded by hilly and inferior country.

"The route suggested to Tichborne would be 9 miles less to construct, but the last half of its length is too close to the Forbes line to induce much extra production, whilst over the first half the circumstances are similar to the Mugincoble route.

"The third proposal is from Eugowra to Daroobalgie, the shortest length of all (21 miles), and joins the Forbes-Parkes line at right-angles, but at present suffers the local disadvantage of serving only a limited area of country on the south side due to the fact that there is no bridge over the Lachlan River between Forbes and Gooloogong, 35 miles.

"In summarising the whole position from a local standpoint, it may be stated that the area concerned between Eugowra, Parkes, and Forbes is at present so situated that none of it is further than 8 miles by map measurement from existing lines, and it will be obvious, therefore, that there is not room to locate an intermediate line with prospects of creating any appreciable development. If, however, a through connection has to be considered to link up with Eugowra to meet future requirements, such as affording a duplicate route as between Parkes and Blayney, after Broken Hill has been connected, the Mugincoble proposal would seem to have most to recommend it, but until the time arrives for the consideration of this aspect of the question, the Commissioners are of opinion the construction of any of the proposals submitted is not warranted.

"The financial position for the Mugincoble proposal, so far as local traffic is affected, is as follows:—

	£	£
Estimated cost of construction .....	142,640	
Interest on above at 5½ per cent. ....	7,845	
Working expenses .....	3,700	
	11,545	
Estimated annual revenue .....	3,500	
Difference .....		£8,045

"The estimate of revenue shown above is practically equal to the working expenses, but it is pointed out that there would be a diversion of business from present railway stations for which a deduction of at least 50 per cent. should be made, thus reducing the revenue estimate from £3,500 to £1,750.

The Common Seal of the Railway Commissioners for New South Wales was hereunto affixed the sixth day of December, one thousand nine hundred and twenty-three, in the presence of—

(L.S.) JAMES FRASER,  
Chief Railway  
Commissioner.  
J. H. CANN,  
Assistant Railway  
Commissioner.

"W. JNO. MORRIS, Secretary."

The question of railway connection between Cowra and Parkes, *via* Eugowra, has been before the Department for many years. In 1907 the Chief Commissioner for Railways, in his report on the Cowra-Canowindra line, regarded it as the first section of a line to be eventually carried on to Parkes in connection with future extension of the Parkes-Condobolin to Broken Hill. In November, 1911, Mr. Harper, Acting Chief Commissioner for Railways, in giving evidence before the Public Works Committee on the Canowindra-

Eugowra proposal, also expressed the opinion that the ultimate destination of the line should be Parkes.

In their report on the Canowindra-Eugowra line (17/9/1913), the Public Works Committee stated: "An extension of the line from Eugowra to Tichborne or Parkes *via* Bartley's Creek would, according to the local evidence, traverse good wheat and grazing country and extensive forest reserves, containing young timber nearly the whole of the route, and its construction is supported by the residents of Parkes on the ground that it will furnish the products of the Lachlan flats with a direct outlet to the west, including the extensive district between Condobolin and Broken Hill. The suggested route traverses through 20,000 acres of leased Crown lands suitable for farms, but at present little used."

During the period of the war the matter of the proposed railway appears to have been in abeyance, but following on the commencement of construction of the Canowindra-Eugowra line in 1920, the question of extension to Parkes or Forbes was revived and numerous requests were received by successive Ministers from the Parliamentary representatives of the district and the various local public bodies to refer the matter to the Public Works Committee. Advocates of the Parkes route included the Parkes Municipal Council, the Parkes and District Chamber of Commerce, the Parkes Railway League, and the Canowindra Railway League, while the Forbes route has been supported by the Forbes Municipal Council, the Forbes and District Chamber of Commerce, and the Forbes Railway League.

In October, 1919, the then Minister (Mr. Ball), when visiting Parkes and Forbes, informed deputations at both places that if he retained office as Minister for Works in the new Parliament the question of a railway from Eugowra to Parkes or to Forbes would be referred to the Public Works Committee.

Subsequently the Railway Commissioners, reporting in regard to a proposed junction with the Parkes-Forbes line at Tichborne, stated that until the question of extension from Eugowra was fully investigated, it would be premature to express any opinion regarding the most suitable route except to mention that an important factor was to afford the most direct connection to Broken Hill.

In July, 1920, a deputation comprising Messrs. M. M. Flannery and A. H. Grimm, Ms.L.A., D. Geddes, Lockhart, Russell Job, O. Howard, of Parkes, and Murray, Boyd, and O'Malley Wood, of Canowindra, waited on the Minister (Mr. Estell) to urge that the extension of the line from Eugowra to Parkes be submitted to the Public Works Committee. In his reply to this deputation Mr. Estell said he would refer the matter to the Committee at the earliest possible moment.

In October, 1920, following on representations by the Forbes Municipal Council, the Forbes and District Chamber of Commerce and the Forbes Railway League in favour of an extension from Eugowra to Forbes, the Minister intimated his intention to refer both proposals, *viz.*, Eugowra to Parkes and Eugowra to Forbes, to the Public Works Committee. The necessary surveys were then authorised, and the Railway Commissioners asked to furnish statutory reports on both routes.

With regard to the Eugowra-Forbes line, the succeeding Minister (Sir T. Henley), at the instance of the Forbes Chamber of Commerce, approved of the junction point being Daroobalgie, where large freezing works are established, in lieu of Forbes.

Subsequently the present Minister (Mr. Ball) decided that as soon as he received the statutory reports asked for from the Railway Commissioners, the matter of the extension of the line from Eugowra to the Molong-Parkes-Forbes line would be submitted to Parliament for reference to the Public Works Committee.

Plan, &c., herewith. Further information in regard to the proposed railway, including details of estimates, will be placed before the Committee by the Railway Commissioners' officers.



MONDAY, 10 MARCH, 1924.

Present:—

THE HON. WILLIAM THOMAS DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.  
BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Eugowra to a point on the Molong-Parkes-Forbes line.

William Hutchinson, Chief Engineer for Railway and Tramway Construction, Department of Railways, sworn, and examined:—

2. *Chairman.*] Have you a statement to make?—Yes, it is as follows:—

NEW SOUTH WALES GOVERNMENT RAILWAYS—CONSTRUCTION BRANCH.

EUGOWRA TO PARKES (MUGINCOBLE) RAILWAY (TRIAL SURVEY).

STATEMENT showing estimated cost of a single line of railway with 60-lb. rails, earth ballasted. Length of line, 24 miles 65 chains. Ruling grade, 1 in 110, with load, 1 in 110 against load; minimum curve, 20 chains radius.

Description of Work.	Estimated Cost.	Summary.	Average per mile.
	£ s. d.	£ s. d.	£
Earthworks .....	15,442 1 0	.....	622
Bridges and culverts .....	9,654 4 0	.....	389
Fencing, roads, and mile posts, &c. ....	8,118 0 0	.....	327
Permanent-way material—			
Rails .....	34,178 14 0	.....	1,377
Sleepers .....	17,684 8 0	.....	713
Freight on rails and fastenings .....	1,166 2 0	.....	47
Plate-laying .....	4,366 12 0	.....	176
Earth ballast .....	6,947 10 0	.....	280
Maintenance for traffic .....	1,238 15 0	.....	50
		£98,796 6 0	3,981
Station works .....		11,626 16 0	469
Station buildings .....		5,698 8 0	230
Telegraph lines .....		2,480 0 0	100
Two junctions .....		250 0 0	10
Signals and Interlocking .....		1,530 0 0	62
Equipment of gangs .....		500 0 0	20
	£	120,881 10 0	4,872
Surveys, engineering, h.o. and contingencies, 18 per cent. ....		21,758 10 0	877
	£	142,640 0 0	5,749
Average cost per mile .....	£5,749.		

3. You have no alternative estimate for that?—No, I have only one. That is the one which the Railway Commissioners recommend as being the best line. We only have a survey of that line; there is an exploration of parts of the other two. I notice in the Commissioner's Statement they say this line is only an exploration, but it is a survey. The statement says:—

A complete examination of the country, which it is considered has claims to railway communication, has been made, a trial survey having been carried out between Eugowra and Daroobalgie—4 miles from Forbes, and exploration surveys have been made between Eugowra and Tichborne—7 miles on the Forbes side of Parkes—and from Eugowra to near Muginoble—3 miles on the Molong side of Parkes, as shown on the attached map.

The latter one is the only one on which the trial survey has been made, the others are explorations.

4. *Mr. Doe.*] The item of equipment of gangs, does that relate to tools principally?—Yes; there will be so many gangs on the line, each gang has an equipment of tools and a place to keep them, and we have agreed to allow so much for each gang.

5. *Mr. Drummond.*] I notice that on the Eugowra-Parkes line there is a difference of about £50 a mile in sleepers as compared with the Gregra-Canowindra line?—On this line the sleepers are 6s., and on the other line they are 6s. 6d., which accounts for the difference. On this line we get them fairly handily, and on the other line we have to get them from some little distance.



Witnesses—C. A. Hodgson, 24 March, and G. D. Bassett, 3 June, 1924.

MONDAY, 24 MARCH, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.  
WILLIAM CAMERON, Esq.

BRIAN JAMES DOE, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Eugowra to a point on the Molong-Parkes-Forbes line.

Charles Austen Hodgson, Traffic Manager, Department of Railways, sworn, and examined:—

6. *Chairman.*] Have you a statement to make regarding this proposal?—Yes. The following is a copy of my report to the Commissioners, dated 5th December last:—

I enclose a map showing that a trial survey has been made between Eugowra and Daroolbalgie, 4 miles from Forbes, and exploration surveys between Eugowra and Tichborne, 7 miles on the Forbes side of Parkes, and from Eugowra to near Mugincoble, 3 miles on the Molong side of Parkes. These comprise a complete examination of the country which is considered to have claims to railway communication as alternative routes, and I understand it is the desire of the Government to submit the Mugincoble proposal to the Public Works Committee during this session for inquiry.

Estimates have been prepared as follows:—

Proposal.	Length of Construction.	Estimated cost.	Cost per mile.	Ruling grade.	Sharpest curve.
	Miles.	£	£		
Mugincoble...	24½	142,640	5,749	1 in 110	20 chains.
Tichborne ...	22	(Not given.)	(Not given.)	1 in 110	20 do
Daroolbalgie	21	133,534	6,320	1 in 110	20 do

In the case of the Mugincoble route, 3 miles of duplication into Parkes would be involved, in addition to 24½ miles of construction, and whilst it avoids a back-shunt junction, there is objection to the close proximity of this proposal to the existing Forbes-Parkes line, as for two-thirds of its length it runs parallel to the former, at distances varying from 8 miles opposite Daroolbalgie down to 3 miles at the junction point near Mugincoble, and over this area the local production is already well served. The remainder of the distance of 9 miles at the Eugowra end is now sufficiently close to rail communication to be developed. The location of this line cannot be improved, because it is bounded by hilly and inferior country.

The route suggested to Tichborne would be 9 miles less to construct, but the last half of its length is too close to the Forbes line

to induce much extra production, whilst over the first half the circumstances are similar to the Mugincoble route.

The third proposal is from Eugowra to Daroolbalgie, the shortest length of all (21 miles) and joins the Forbes-Parkes line at right angles but at present suffers the local disadvantage of serving only a limited area of country on the south side, due to the fact that there is no bridge over the Lachlan River between Forbes and Goolagong-35 miles.

In summarising the whole position from a local standpoint, it may be stated that the area concerned between Eugowra, Parkes, and Forbes, is at present so situated, that none of it is further than 8 miles by map measurement from existing lines, and it will be obvious therefore that there is not room to locate an intermediate line, with prospects of creating any appreciable development. If, however, a through connection has to be considered to link up with Eugowra to meet future requirements, such as affording a duplicate route as between Parkes and Blayney, after Broken Hill has been connected, the Mugincoble proposal would seem to have most to recommend it, but until the time arrives for the consideration of this aspect of the question, I am unable to recommend the construction of any of the proposals submitted.

The financial position for the Mugincoble proposal so far as local traffic is affected, is furnished below:—

Estimated cost of construction.....	£142,640
Interest at 5½ per cent. on above.....	£7,845
Working expenses .....	3,700
	11,545
Estimated revenue.....	3,500
Difference.....	£8,045

The estimate of revenue shown above is practically equal to the working expenses, but it is pointed out that there would be a diversion of business from present railway stations, for which a deduction of at least 50 per cent. should be made, thus reducing the revenue estimate from £3,500 to £1,750.

7. Do you care to say whether the finances of the alternative lines would correspond, roughly, with the finances of this line?—They would not be any better.

TUESDAY, 3 JUNE, 1924.

[The Committee met at the Council Chambers, Forbes.]

Present:—

THE Hon. WILLIAM THOMAS DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of railway from Eugowra to a point on the Molong-Parkes-Forbes line.

George Douglas Bassett, farmer and grazier, near Forbes, sworn, and examined:—

8. *Mr. Travers.*] Do you represent any public organization here to-day?—Yes, the Forbes Chamber of Commerce.

9. Which of the proposals to serve this part of the State do you prefer?—That from Eugowra to Daroolbalgie. Some years ago we agitated for a line from Eugowra to Daroolbalgie as the best point of connection. It would run through the rich Lachlan valley and would be out of flood reach. It would traverse excellent country. We do not consider it a rival route to the south of the Lachlan line. It is a short railway to serve another purpose—the economical working of the western railway. There are large freezing works at Daroolbalgie capable of putting through

20,000 sheep per week. With intense culture along the Lachlan the line would give landholders excellent facilities for marketing their produce.

10. In their report respecting the proposal the Railway Commissioners state:

The third proposal is from Eugowra to Daroolbalgie, the shortest length of all (21 miles), and joins the Forbes-Parkes line at right angles, but at present suffers the local disadvantage of serving only a limited area of country on the south side due to the fact that there is no bridge over the Lachlan River between Forbes and Goolagong-35 miles.

The proposed line, as will be seen from the map, runs almost parallel to the Lachlan River. Would you expect to get traffic from the southern side of the river?—No, there is no bridge, and it would have to be built some miles out to make it safe from flood waters.



## 5

*Witnesses*—G. D. Bassett and J. D. Low, 3 June, and W. Kelly, 11 June, 1924.

11. What traffic would the line be likely to get from the north side?—There would not be a great deal until farmers on the Lachlan valley went in for more intense culture.

12. I understand the distance between the line you advocate and the Parkes-Gregg line direct would not be more than 20 miles?—About that.

13. So that the furthest distance one could expect produce to be drawn would be 10 miles north?—Yes, and 2 to 3 miles south.

14. Are farmers living in that area suffering much hardship?—No, not a great deal, although some are 13 miles from a railway, and others 10 miles.

15. Could you compare the country to be served on the northern side of the line you support with the land between Goolagong and Wirrinya?—South of the Lachlan the land has the best claim if only the one line is to be built.

16. This is the considered opinion of the Railway Commissioners regarding the proposal:—

In summarising the whole position from a local standpoint, it may be stated that the area concerned between Eugowra, Parkes, and Forbes is at present so situated that none of it is further than 8 miles by map measurement from existing lines, and it will be obvious, therefore, that there is not room to locate an intermediate line with prospects of creating any appreciable development. If, however, a through connection has to be considered to link up with Eugowra to meet future requirements, such as affording a duplicate route as between Parkes and Blayney, after Broken Hill has been connected, the Mugincable proposal would seem to have most to recommend it, but until the time arrives for the consideration of this aspect of the question, the Commissioners are of opinion the construction of any of the proposals submitted is not warranted.

The best land is on the Tichborne and Darroobalgie route. The other route passes through hilly to undulating and poorer country most of the way.

17. What effect has the construction of the Canowindra to Eugowra line have on the land west of Eugowra towards Forbes?—They are going in more for wheat-growing there.

18. Is much wheat grown 10 miles west?—Yes.

19. Would not the intervening country outside the Eugowra line be served by the Forbes-Parkes line?—Yes, but there will some day be intense culture along the river. In America railways are run within a few miles of each other through the best tracts of country. We consider the Lachlan Valley when developed will be a Garden of Eden.

The Forbes people consider that the line in connecting with the Orange-Forbes line should keep to the good country as much as possible.

20. Would not the line suggested by the Railway Commissioners from Eugowra to Mugincable, serve the whole of the country to be served by a line from Eugowra to Darroobalgie?—It is about 13 miles from Forbes where it turns to go north.

21. There would be two railways at that point only 13 miles apart. It would serve all the good country?—Yes. There is excellent land from the 13 mile point to Darroobalgie. We put it before the Committee as a rival scheme to the Mugincable proposal, but not as a rival to the south of the Lachlan line.

John Davidson Low, farmer and grazier, Forbes, sworn, and examined:—

22. *Mr. Mahony.* I understand that you are a member of the Forbes Chamber of Commerce?—Yes, I am also chairman of the Pastures Protection Board.

23. Are you in favour of a line from Eugowra to Darroobalgie?—Yes, in preference to any other connection with the Forbes-Orange line. In my opinion such a railway would tap all the good country to be served. In a few years weirs will be constructed in the Lachlan River, which has a great future. The Lachlan River flats are better than other river flats. I have irrigated a small area of land. The advantage here is that we have a sub-soil of stone and sand. Other rivers have a clay sub-soil. In our district you can get water from 8 feet to 10 feet and 30 feet. That makes the Lachlan exceptionally suitable for irrigation and intense culture on the flats. The Darroobalgie connection stands out on its own. The Mugincable country is comparatively poor. The proposed South Lachlan line is a national matter. It should be extended west when it would open up good country. I believe it would become a paying line. The greatest population would be on the south side of the river.

24. Would lucerne be the principal produce grown?—Yes, and there would be mixed farming.

25. What is a fair distance to cart produce to the railway?—Not more than 10 miles.

WEDNESDAY, 11 JUNE, 1924.

[The Committee met at the Municipal Council Chambers, Parkes.]

Present:—

THE HON. WILLIAM THOMAS DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.

BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Eugowra to a point on the Molong-Parkes-Forbes line.

William Kelly, produce merchant, Parkes, sworn, and examined:—

26. *Chairman.* Have you prepared a statement respecting the proposed railway?—Yes, it reads as follows:—I have been a resident of Parkes for over twenty years, and previously lived at Cowra, Eugowra, Forbes, and Grenfell. I am well acquainted with those districts, and with the whole of the Upper Lachlan Valley. Since the opening of the line to Canowindra in 1910 there has been a big increase in fodder production in the Canowindra district. I would say it has increased tenfold. The farmers around Eugowra are turning their attention more to fodder growing since they have had railway communication. Some of the Eugowra farmers are going in largely for lucerne growing, and with a direct route to the west and south-west, by continuing the line from Eugowra to Parkes, others would be encouraged to do likewise. When in the Canowindra district in 1903 and 1904, I found that lucerne growers were prepared to give their crops away to anybody who would cut

them. The railway cured that, and further railway communication would give a still greater fillip to fodder growing. During the 1919-1920 drought my firm, acting on behalf of the Rural Industries Board at Parkes, distributed 1,308 tons of oats and 2,859 tons of chaff to farmers and graziers in this district, chiefly the smaller farmers. That was in the immediate district of Parkes, apart from what farmers in some of the outlying parts may have obtained through the Rural Industries Board at Peak Hill, Trundle, and Bogan Gate. Though Eugowra is only 28 miles from Parkes, my experience is that fodder trucked at Eugowra on Monday and brought around via Cowra, Blayney, and Orange may be expected at Parkes on Saturday. If the link now advocated were constructed it could be brought across in a few hours. Under existing conditions fodder can be brought more readily from the south. Fodder loaded at, say Bribaree on the Forbes-Stockingbingal line, if trucked on Monday, would be at Parkes the following evening. The trip from Eugowra would take nearly three



*Witness*—W. Kelly and W. E Tayler, 11 June, 1924.

times as long and would cost more money. Maize, lucerne, and oats are grown in the Canowindra district. I purchased a crop of oats from Mr. Jones, of Toogong, and trucked it at Canowindra, but had to send it to Sydney in preference to bringing it to Parkes, owing to the cost of bringing it around by Blayney and Orange. Last week I was offered 2 tons of maize in Sydney at 5s. 3d. per bushel, and the carriage to Parkes would be 1s. 3d. per bushel. If there were direct railway communication with Canowindra I could afford to give Sydney price to Canowindra maize-growers and sell to consumers at Parkes at a lower price than if I bought it in Sydney. Lucerne hay depreciates after being baled, especially if grown by irrigation, and there is a big advantage when feeding a number of stock to be able to get it in smaller quantities and oftener. I favour a line from Eugowra to Mungiboble as the quickest connection with the lines converging on Parkes. Of other routes suggested I prefer Tichbourne to Daroobalgie as a junction. With a railway we should be able to grow lucerne this side of Eugowra. It is grown in large quantities a little south of the Parkes road, within sight of Eugowra.

27. Would you rely upon the districts which are now producing fodder for your supplies for the west?—There is a large forest reserve between the Forbes and the Parkes roads which would produce fodder.

28. Mr. Hodgson, Traffic Manager of the Railway Department, has stated:

In summarising the whole position from a local standpoint it may be stated that the area concerned between Eugowra, Parkes, and Forbes, is at present so situated that none of it is further than 8 miles by map measurement from existing lines, and it will be obvious, therefore, that there is no room to locate an intermediate line with prospects of creating any appreciable development.

I would like your opinion on that statement?—A certain area of country between here and Eugowra would benefit by the railway, but I think far greater benefit would be derived, from a national standpoint, by linking up two lines, Eugowra to Parkes or Mungiboble. We shall soon have the Broken Hill railway. The railway at Eugowra should not end there. We should be able to send produce grown in the Eugowra, Canowindra, and Cowra districts west on the Broken Hill line. Freight is a big consideration, and it is to the benefit of the producer to have cheaper railway transit.

29. This is what Mr. Hodgson says:

If, however, a through connection has to be considered to link up with Eugowra to meet future requirements, such as affording a duplicate route as between Parkes and Blayney, after Broken Hill has been connected, the Mungiboble proposal would seem to have most to recommend it, but until the time arrives for the consideration of this aspect of the question, I am unable to recommend the construction of any of the proposals submitted.

Do you think the time is ripe for that connection to be made?—I do.

30. Mr. Hodgson estimates the revenue of the line at £3,500, but he says that 50 per cent. at least would be revenue diverted from existing railway stations. That leaves about £1,750 per annum as the immediate revenue from the line. Can you see anything more than that in it?—There are great lucerne-growing possibilities in the district. Lucerne seed is worth from 1s. 10d. to 2s. per lb.

31. Do you regard it as a permanent traffic?—Yes. Suppose a man bought 50,000 bags of wheat at Eugowra for Wellington, as was done last year, he could run it straight through to Narromine.

32. What was that wheat bought for?—Milling. The Canowindra district is very suitable for closer settlement, and there is a large tract of good land extending along the lower portion of Eugowra Creek.

33. *Mr. Doe.*] If the link were constructed would it be your policy to draw as much of your supplies as you could from the districts to be linked up?—Yes. Canowindra is a better oat-growing district than Parkes, and we often have to send to Albury for oats. Eugowra is a good oat-growing district.

34. Are there any large estates that would be subdivided if the line were built?—There is one property 18 miles out on the Parkes-road. There is another area of about 3,000 acres. It would cut into about three farms. There are

some thousands of acres owned by Eugowra people all suitable for wheat, and a lot of it is maize country. It is now used practically for grazing.

35. How far would that maize country be from the proposed Eugowra-Mungiboble line?—The line practically passes through it. Some are asking £6 and £4 per acre for land out there. For other land £9 is asked. A large proportion of the country is rung, and some of it is cultivated. The higher priced land will grow corn.

36. What is the rainfall there?—From 26 inches to 28 inches.

37. Is there any lucerne land along the route of the railway?—Yes, on Reedy Creek, which extends down towards the line.

38. Is the lucerne area considerable?—Yes, in a few acre blocks.

39. What size are the farms between Mungiboble and Eugowra?—From 700 to 900 acres. On the right it is mostly undulating country, and on the left there is a lot of cultivation land through the hills.

40. *Mr. Burke.*] What would be a fair living area in the district to be served by the railway?—The farms range from 700 to 900 acres. That is a living area.

41. What is a fair distance to cart produce?—From 10 to 12 miles.

42. *Mr. Mahony.*] From where does most of the produce come that goes north and north-west?—Beyond Cowra. Much of it goes through Bathurst, and some through Cowra. A lot of fodder comes from the Riverina.

43. Can you not tap the north and north-western districts from Blayney?—Yes, by sending through Wellington. I prefer the proposed line. Fodder is grown through to Cowra.

44. The Chief Traffic Manager anticipates a revenue of only £1,750 from the proposed line. What is your opinion of that?—I believe it would be more than that.

William Ernest Tayler, farmer and grazier, Goonumbla, near Parkes, sworn, and examined:—

45. *Mr. Travers.*] I understand you wish to read a statement?—Yes; as follows:—"I favour the proposed extension of the railway from Eugowra to Parkes, junctioning at Mungiboble, for the reason that it appears to be an economic proposition, inasmuch as it would mean considerably less haulage for goods coming from the vicinity of Eugowra and Canowindra to Parkes, and the country served by lines leading from that important junction, namely, Peak Hill-Narromine, tapping the western line, the Trundle-Tottenham line, and the Condobolin-Tridalia line, which will shortly be extended to Broken Hill. I would emphasise the saving in haulage on fodder for stock in drought time. Large quantities of fodder, particularly lucerne, are produced in the Lachlan and Belabula river valleys, and the saving in freight, by lessening the distance some 114 to 166 miles, would be considerable, and the time saved in delivery of inestimable value. From Eugowra to Parkes, *via* Blayney, 194 miles, the freight on fodder is 15s. 5d. per ton. By the proposed line freight to Parkes (28 miles) would be 5s. a ton, a saving of £5 4s. 2d. on a 10 ton truck. From Canowindra to Parkes, *via* Blayney, freight is 14s. 7d. per ton, and *via* Eugowra, direct to Parkes, it would be 8s. 2d. per ton, a saving of £3 4s. 2d. per 10 ton truck. It will be seen that such a saving during drought, when possibly thousands of trucks of fodder are required in the country which the lines from Parkes junction serve, would be an immense help to stock-owners. The reduced net cost by reduced railway freight together with the time saved in transit, would, at a critical time, probably mean the saving of many thousands of sheep. A big loss in sheep cannot be regarded as just "hard luck" for the individual owners concerned, but must be considered a serious national calamity. It not only adversely affects the earnings of the railways, but every individual in the State. It may be said that the Railway Commissioners during severe drought, often reduce freight on fodder for starving stock, carrying it below actual cost, and in some cases even to the extent of charging only a



Witnesses—W. E. Tayler, W. Noble, E. F. Hodges, and W. May, 11 June, 1924.

small amount per truck for any distance. In that case the reduction of from 114 to 166 miles of haulage must inevitably result in enormous monetary saving to the State. The same argument applies to the case of starving stock sent from the West to Eugowra and Canowindra, and *vice versa*. Looking at the proposal from a broad and national standpoint it seems obvious that to build 25 miles of railway to save 166 miles of haulage of produce and stock is a sound investment. If for any good reason the extension should not connect at Mugincoble, I would favour the Tichbourne connection. Pastoralists are beginning to see that they must lay in stocks of fodder in the good times, so that they will have a supply in drought time. By doing that, there would not be such a severe strain on the railways. If the Railway Commissioners fall in with our view, there will be a steady demand for fodder from the Lachlan Valley. The principal fodder for stock in drought is lucerne, hay, and maize, and the Lachlan and Belubula country will produce enough fodder to feed all the stock in the western district.

47. You wish to stress the importance of this line as a connection between the Main Western line and the Cowra line for the purpose of sending fodder to the west and north-west?—Yes.

48. What area of fodder country would there be south of Cowra?—An enormous area.

49. Where does most of the fodder grown in that district find a market?—There is not a very steady market at present, because everyone wants to buy in drought time.

William Noble, farmer and grazier, Back Yamma via Parkes, sworn, and examined:—

50. *Mr. Mahony.*] Have you prepared a statement?—Yes, it reads as follows:—The extension of the line from Eugowra to Parkes will benefit the settlers along the route, especially those on the eastern side. That is the eastern side of the Parkes–Eugowra road. There is a large forest reserve through which the line would pass, in which some effort was made at re-forestation, but the replanting scheme proved a failure. The timber is being rapidly cut out. A sawmiller who had a lease of the reserve for timber-cutting last year, cut from 2,000 to 3,000 feet per day. He has secured a renewal of his lease for the current year. The grazing rights, I understand, are held on lease. The land is suitable for agriculture and grazing and would produce considerably more revenue if cut up into farms. Several blocks were resumed from the reserve and taken up by returned soldiers, but still about 9,000 acres remain. This land is about half-way along the route. The main advantage of the line is that it would form a connecting link between Eugowra and the existing lines, which would benefit the people of the north and west. It would enable hundreds of acres of lucerne on the Belubula flats at Canowindra and along the Lachlan from Cowra to Eugowra to be carried direct, meaning a big saving in time and freight to consumers and to the country. The distance from Canowindra to Parkes by rail, *via* Cowra and Blayney, is 168 miles, while it would be only 54 miles direct. From Cowra *via* Blayney it would be 144 miles, or 78 miles direct, and from Eugowra to Parkes *via* Blayney it is 194 miles, and would be 28 miles direct. Besides traffic in fodder there, a good deal of fruit and vegetables would be sent west from the river country. The line would bring these western districts into more direct touch with the Cowra Experiment Farm and the Bangaroo Stud Farm, facilitating visits to those farms from interested settlers.

51. How would you class that forest reserve?—As good agricultural land. A good living can be made there on 600 acres. One man has done well on 500 acres. The proposed line goes very nearly through the centre of that land.

52. How far would the lease be from the existing railway?—Eight or 9 miles from Darroobalgie siding. There is some very good land in the hilly country.

53. What is that land suited for?—Wheat and lucerne, in patches.

54. Where is the market for lucerne grown on the Lachlan and Bubabula Flats?—Mostly Sydney. Lucerne production there is only in its infancy.

55. *Mr. Doe.*] What is the timber in the forest reserve?—Pine and dry box.

56. Is it not a fact that once pine is cut it does not grow again?—Yes.

Ernest Frank Hodges, grazier, Yarrabundi, near Parkes, sworn, and examined:—

57. *Mr. Cameron.*] Where is Yarrabundi?—14 miles west of Bogan Gate.

57A. Is much of that country used for the production of chaff?—Yes, a fair area.

58. How far would chaff have to be carted to the nearest railway station?—Most of it goes to the Sydney market.

59. Is the road freight a heavy item?—Yes, and it is a rough road. Our main traffic would be in lucerne and maize from the Canowindra end.

60. Is much lucerne and maize grown about Canowindra?—Yes. For lambing ewes, lucerne is the best feed.

61. Would sufficient lucerne be grown on the Lachlan River, at the Canowindra end, to relieve stock on the Condobolin line?—Yes, if this line went through, more lucerne would be grown. It would make a great difference to us in the west if we could get produce by this line. We should have a route straight across.

62. *Chairman.*] How often during the last ten years have you found it necessary to purchase fodder for your stock?—During the last three seasons. The greatest trouble is to get it in time. We could buy feed cheaper in the good years if we could have it transported. I believe it would be a steady traffic.

63. Have the graziers in your district expressed a desire to have more direct access to the fodder growing districts?—The Farmers' Association has. They asked me to attend the meeting of the committee to give evidence in favour of the line.

64. Has there been a consistent demand by the graziers west and north of Parkes for a connection between Parkes and Eugowra?—Yes, from the feed and cheaper rates point of view.

65. What is the name of the association that asked you to give evidence?—The Farmers and Settlers' Association of Yarrabundi.

William May, farmer and grazier, near Parkes, sworn, and examined:

66. *Mr. Drummond.*] Have you prepared a statement regarding the proposed railway?—Yes; it reads as follows:—I am the holder of a property about 16 miles from Parkes, and 4 miles from the proposed line from Eugowra to Parkes. My wheat and wool are carted to Cookamidgera, 10 miles. It is the same distance to Eugowra. There is a big forest reserve on the route suited for closer settlement. Three returned soldiers' blocks have been taken up on this reserve, and the balance is leased for grazing. The reserve is all good farmer's country. I favour a line from Eugowra to Parkes, because it would provide a direct outlet for the produce of the Upper Lachlan valley to the west. It would mean a trip of only a few hours from Eugowra to Parkes, instead of one which may occupy days, as at present. That would be an advantage to all the districts which are connected with Parkes by rail. I believe that the route *via* Eugowra and Canowindra would become the main one for freight, as it would avoid the steep grades on the line between Parkes and Orange, and the trains could be run at less cost, as only one engine instead of two would be required. The Lachlan valley is a great producer of lucerne. The Eugowra–Parkes line is necessary to provide an outlet for fodder to the west. I support the Parkes–Mugincoble route, but, as an alternative, I would favour junctioning at Tichborne.

67. Do goods sent by the railway take days to reach their destination?—Yes, it has taken about a week for a truck to come here from Canowindra. The line would be of great benefit in linking us up with the west.

68. *Chairman.*] What area have you?—2,050 acres.







Witnesses—L. Kirby, J. T. Noble, and T. H. Bray, 12 June, 1924.

110. Would it be 50 per cent. either way?—About that. 313 trucks of chaff and hay were despatched from Eugowra station for the year ending December last. That is equal to 2,604 tons.

John Thomas Noble, farmer and grazier, sworn, and examined:—

111. *Mr. Burke.*] What is your opinion regarding the proposed railway?—It would provide an outlet to the west for fodder grown in this district. The line would give graziers an opportunity to send their stock to pasture in drought time. The year before last things were bad in the Monaro district. From the Cooma district 10,000 sheep were railed to the Eugowra district to be fed on lucerne. Last autumn I sent chaff on the Tottenham line and the freight, about £1 per ton, was equal to the freight to Sydney, the distance being so great.

112. Which of the three proposals—to Mugincoble, Tichborne, or Darroobalgie—would serve the Eugowra district best?—A line in the vicinity of Parkes. I accompanied Mr. Surveyor Edwards over the route of the railway about 1913, and when at Backyamma, he said his instructions were definite to make the connection on the south side of Parkes.

113. What effect would a line from Canowindra to Gregra have on this district?—It would not be such a direct line for our requirements. Eventually the Broken Hill line will be completed, and possibilities there are great of marketing fodder out there.

114. How far west would you send fodder?—As far as freight would make it possible.

115. Would there be a big consumption of fodder at Orange or Molong?—A local consumption. The climatic conditions of Eugowra district are much better than they are 25 or 30 miles north-west. We never get a long drought in this district.

116. How far out from Eugowra are the lucerne lands?—They surround the town. Much of the lucerne land is only a few miles from the siding.

117. What area have you?—Between 1,600 and 1,700 acres. We have about 2,200 acres in the family, and we go in for wheat and sheep. I have also grown lucerne. This is essentially a hay district, and in the driest year hay is produced. Between 80,000 and 100,000 bags of wheat were sent away from Eugowra station last wheat season.

118. Have you noticed a marked increase in the area under cultivation since the construction of the Eugowra railway?—Yes, at 7s. 6d. per bushel every available acre would be put under wheat.

119. What is a fair living area on lucerne land in this district?—Our experience is that it is not wise to have all your eggs in one basket. For mixed farming I should say 320 acres.

120. What is a fair distance to cart produce to the railway?—8 to 10 miles. A wheat crop which took first prize in the Parkes district was grown to the left of Mugincoble, which the Committee passed this morning. The proposed railway would pass through 8,000 to 9,000 acres of Crown land with a Crown capital value of £2 10s. per acre.

Thomas Henry Bray, grazier and farmer, Eugowra, sworn, and examined:—

121. *Mr. Travers.*] How long have you resided in the district?—Almost twenty-five years. I have 7,000 acres west of Eugowra, on the Lachlan River. I farm on the share system about 1,600 acres. I have cropped about 80 acres of lucerne, from 40 to 50 acres being irrigated. We shall put in 100 acres more of lucerne this year.

122. Of your 7,000 acres how much is suitable for wheat?—About 5,000 acres. The balance is more suitable for lucerne. I am 9 to 13 miles from Eugowra.

123. What has been your lucerne yield?—From the irrigated land about seven cuts of about 35 cwt.

124. Where is your lucerne sent?—Mostly west, from Forbes.

and there would be a market for second-quality lucerne. That is practically the only market. With the construction of the proposed railway, we should be in the best position to send fodder to the West. This district grows lucerne prolifically. You can get six cuts a year of 25 cwt. per acre per cut. On the unflooded portions of the flats it averages four cuts and 15 cwt. per acre. Jemalongshire is raising £1,000 towards the cost of the bridge which it is estimated will cost £11,000. The Minister has said that if the local people will find one-third of the money, he will construct the bridge, and give them ten years to pay. That bridge would enable a large quantity of produce to be loaded for the west at Eugowra railway station. Prompt delivery is essential in drought stricken areas, and the line would enable produce to be delivered without delay. Lucerne which could not be marketed in Sydney, could be sent to the west. There is no lucerne country on the eastern side of Eugowra.

91. You regard the line as being of primary importance in the transport of fodder grown in this district for the west?—Yes.

92. Is that market likely to be permanent?—Yes, but it would be spasmodic.

93. Would the railway encourage farmers to put a large area under lucerne?—Certainly.

94. Would it pay growers 10 miles from the railway?—I think it would, on good lucerne flats. Farmers are now beginning to realise the value of lucerne.

95. *Mr. Drummond.*] Where would you expect to find your principal market for lucerne?—From Parkes out to Trundle, Tullamore, Condobolin, Narromine, and other places.

96. Where is your principal market for lucerne now?—Considerable quantities have been loaded at Eugowra railway station. When you reach Parkes you get out of the lucerne-growing country. At Forbes lucerne has to be grown by irrigation.

97. Would not a line from Gooloogong to Wirrinya enable you to tap the west market?—Yes. But a line from Canowindra to Gregra would give us a better access to market. It would put us on the main lines quicker.

98. *Mr. Cameron.*] Do you anticipate that if the connection were made you would get more for your lucerne?—Yes. We should sell more of it and there would be a readier sale.

99. Is there difficulty in selling lucerne hay in the drought period?—There is delay. I do not know that we have had any difficulty.

100. Unless you get more for your lucerne than you get to-day what advantage would the line be to you?—We should save a good deal in freight.

101. Will not the lucerne land in this district be put under lucerne without the railway?—No, there will be no increase in production without the line. Probably 40 per cent. of lucerne grown is second-class, but it could be marketed in the west.

102. *Mr. Travers.*] On what areas are the 843 acres of lucerne land held?—In areas of 30 to 100 and 125 acres.

103. What would be a fair area of lucerne land along the river?—100 acres.

104. Would a man require 100 acres on the river flats?—He could live on half that area if he had a regular market. A man requires to have some wheat land and some sheep to keep things going while he is building up supplies of lucerne.

105. What would be the average cut per annum?—About 5 tons per acre.

106. For how long has the 843 acres been under lucerne?—Some for ten years. The railway to Eugowra has stimulated production.

107. Would you say that the bulk of the country between Eugowra and Mugincoble would be fairly well served by the line?—Yes.

108. Has the Canowindra-Eugowra railway stimulated wheat production?—It is hard to say, because at present wool-growing may be more profitable.

109. What is that country devoted to now?—Wheat and wool production.



*Witnesses*—T. H. Bray, W. H. Townsend, R. H. Herbert, G. H. Griffith, and D. J. W. Herbert, 12 June, 1924.

125. Would a line from Eugowra to Muginoble be of much service to you?—Yes, it would mean a great saving in road freight, and I should handle a great deal more produce.

126. Would you find a ready market in the west and north-west?—Yes. We should develop a regular trade in that part of the State. I have already developed the trade for as much as I can supply.

127. What would a 300-acre farm in this district be worth?—It would depend upon the area of lucerne land there was in it. Lucerne land unimproved is worth £11 or £12 per acre. Wheat land would be worth £8 to £10 per acre.

128. Is the area of good lucerne land in the district limited?—Yes.

129. What would a wheat farm in the district be worth?—On a freehold basis £9 to £11 per acre. Since the railway came to Eugowra considerably more land has been put under wheat.

130. Have you sent lucerne east?—Yes, to Sydney, but I do not look to Sydney for a market. I look to the west.

131. How many sheep will your land carry?—One-and-a-half to the acre, year in and year out. That is perhaps a little high for the whole district.

132. What is a fair living area of wheat land?—Seven hundred acres.

133. At £9 per acre it means that such a farm would cost £6,000;—is not that rather a big sum?—We get pretty good yields in this district. I sell the bulk of my wheat for seed. I sold 6,000 bags the year before last to the Rural Industries Board. Last year I sold 8,000 bags.

134. *Chairman.*] Is wheat land at £9 or £11 per acre a payable proposition?—There is not much in it if you have to do long cartage.

135. What has been your average yield?—Over a number of years about 20 bushels.

136. *Mr. Cameron.*] If it cost £9 to run a sheep and a half it would cost £6 to run one sheep;—would it be a paying proposition?—At the present price of wool it would pay amply.

William Henry Townsend, farmer, Eugowra, sworn and examined:—

137. *Mr. Cameron.*] Do you know the country between Eugowra and Muginoble?—Yes. I advocate the construction of the proposed railway because it would cause increased production. I have 250 acres of lucerne land, 100 acres of which is first-class land, and the balance second-class. I have 35 acres under lucerne and another 50 acres ready for sowing. I have 650 acres altogether.

138. How often do you cut your lucerne?—Six or seven times. It averages 25 to 30 cwt. per acre at each cutting. I have cut as much as 2 tons to the acre.

139. What do you get off your second-class land?—About four cuts a year and 15 cwt. per acre.

140. Would you have a better market for your lucerne if the line were constructed?—Yes.

141. How often does a drought occur in this district?—About every third year.

142. What is the value of the best lucerne land on the river flats?—Under lucerne £20 per acre. If we do not have a flood over the flats, the lucerne grows more slowly, but it is of better quality. We then get four [or five cuts and about 1 ton to the acre.

Robert Hamilton Herbert, farmer and grazier, near Eugowra, sworn, and examined:—

143. *Mr. Mahony.*] Do you support the construction of the proposed railway?—Yes, because it would give us an outlet for our lucerne in the west. I have 55 acres under lucerne, and about 700 acres altogether.

144. What proportion is lucerne land?—About 200 acres, first and second class land. I am growing wheat and running a few sheep. The line would prove a link to connect us with Broken Hill. It would relieve the traffic on the existing lines where the grades are very steep.

145. Where do you find a market for your lucerne?—Sydney.

146. How long have you been growing lucerne?—Four or five years. I intend to put more land under lucerne.

147. Is there an assured market for lucerne in the west?—Yes.

148. Every year?—No.

149. What is a fair living area in your district?—Mine is about a fair average. A man could do with less, but a holding such as mine you could work with your family.

150. Is maize produced in the district?—No much, but it can be.

George Harold Griffith, grazier and farmer, Yamma, near Eugowra, sworn, and examined:—

151. *Chairman.*] What is the size of your holding?—I and my brother have 3,800 acres. It is west of Eugowra, and between there and Forbes. We have 1,000 acres of river country, 500 acres of which is first-class and the remainder second-class lucerne land. The whole of the 1,000 acres has been flooded three years in four.

152. Do you grow much lucerne?—We have 110 acres in, and 40 acres under irrigation. I will put in more this year.

153. Where do you find a market for your lucerne?—It has gone to Narromine, Coonamble, Trundle, and Parkes.

154. Do you send it by road to Forbes?—Yes, at a cost of 14s. a ton. We are 14 miles from Forbes. We send a little to Eugowra which is sold in Sydney, but it was not a success. The west market is better for us.

155. Would you look forward to a steady market in the west?—Probably once every three years.

156. Would your practice be to store lucerne in the good years in order to get a good price for it in the bad years?—As far as funds would allow it is our intention to store as much as we can. Our practice is to bale it.

157. Have you grown wheat?—Yes, about 100 acres for three years. This year we have 250 acres in. The yield was between 15 and 16 bushels.

158. Do you agree with the evidence given that wheat land in the district affected by the railway is worth £9 or £10 per acre?—I would not like to pay it.

159. And £9 per acre for sheep land?—I think that is for river country. Land at the back of our place was sold for £6 10s. per acre on a freehold basis. I think those values are somewhat high.

160. How much nearer would you be to the railway if the Eugowra-Muginoble line were constructed?—It runs alongside our boundary.

161. Would much of the country south of the Lachlan send its produce to that line?—I think so.

162. Which of the two proposals—from Eugowra to Muginoble or from Gooloogong to Woorinya—would attract most of the South Lachlan produce if the bridge were built?—The Gooloogong-Wirrinya line.

163. Considering the land, by and large, what is a living area?—800 acres.

164. *Mr. Cameron.*] Is lucerne grown for seed in the district?—This year the yield has not been too good for lucerne seed. Last year we took off a little from a small paddock. It is a paying proposition. The line would pass through a forest reserve of 9,000 acres.

David Joseph William Herbert, farmer and grazier, near Eugowra, sworn, and examined:—

165. *Mr. Travers.*] Have you resided long in the district?—All my life. My brother and I have 3,200 acres south of Eugowra. We are grazing sheep and farming.

166. What is the carrying capacity of your land?—A sheep and a quarter to a sheep and a half to the acre.

167. Would you go in more for lucerne-growing if the railway were constructed?—Yes.

168. Where would you get a market for your produce?—Mostly in the west. We have cultivated up to 900 acres.



## 11

Witnesses—D. J. W. Herbert, R. A. Douglas, and J. T. Noble, 12 June, and H. McD. Brown, 13 June, 1924.

169. Would you be in a better position if the Eugowra-Mugincoble connection were made?—I should think so. I believe the line would pay.

170. What is the value of lucerne land in the district?—£20 per acre for first-class land.

171. What lucerne area would a man require?—About 200 acres.

172. If it cost him £4,000 would it be a paying proposition?—I have not gone into that closely.

173. What is the value of wheat land?—£10 per acre fully improved.

Rowland Ashton Douglas, stock and station agent, Eugowra, sworn, and examined:—

174. *Chairman.*] Can you tell the Committee what quantity of wheat from this district has been trucked at Eugowra?—Between 90,000 and 92,000 bags.

175. Have you sent much lucerne away from this district via the Eugowra railway?—Yes; for one buyer I consigned 1,400 tons of chaff and lucerne.

176. What was its ultimate destination?—Some went to Goulburn, and to Gilgandra, Wellington, Dubbo, Parkes, Peak Hill, and other places. It went via Blayney.

177. Have you had inquiries from western and northern graziers for lucerne?—Yes.

178. What was the difficulty in getting the lucerne to them?—There is uncertainty of delivery. Most of them say they can buy it cheaper elsewhere because of the freight.

179. Would you anticipate inquiries for lucerne from graziers west and north, if the Mugincoble line were constructed?—Yes. We have consigned chaff from here to Gunnedah. The line would save thousands of sheep. Under present conditions there is so much delay in transport.

J. T. Noble, farmer, Eugowra, recalled, and further examined:—

180. *Chairman.*] I understand you wish to supplement your evidence?—I was in Forbes last Saturday in connection with the proposed bridge. Holders of 50,000 acres, which would be leased by the bridge, have agreed to be taxed for it in order to have the use of the Eugowra railway. Mr. Townsend went on to 300 acres of Crown land in the district, and has made sufficient to pay £9 per acre for an adjacent wheat farm. There is evidence that men have done well in the district on small areas. Successful men have in some instances bought their neighbours out. Cultivation of lucerne seed is a profitable undertaking, and can be done in this district.

181. What is the price of lucerne seed?—About 15d. per lb. The value of land in the district varies according to its location. Some would be worth £4 to £6 per acre, and some £9 to £11 per acre.

## FRIDAY, 13 JUNE, 1924.

[The Committee met at the School of Arts, Canowindra.]

Present:—

THE HON. WILLIAM THOMAS DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

WILLIAM CAMERON, ESQ.

FRANCIS MICHAEL BURKE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of railway from Eugowra to a point on the Molong-Parkes-Forbes line.

Hugh McDonald Brown, farmer and grazier, Lockwood, near Canowindra, and Hon. Secretary of the Canowindra Railway League, sworn, and examined:—

182. *Chairman.*] Have you prepared a statement?—Yes, it reads as follows:—In urging the extension of the Cowra-Canowindra-Eugowra railway to a point on the Parkes-Molong line, my League begs to submit, among other reasons, the following:—The area between Cowra and Eugowra embraces a great fodder producing centre, particularly so at Canowindra, which is renowned for its famous lucerne flats. It is also a big wheat and stock district. Drought occurs in greater or lesser degree at irregular, but fairly frequent periods, and at such times the western and north-western portions of the State are usually the worst sufferers. Then it is that much relief could be given were the fodder reserves of this district made available quickly. This district is debarred to a very great extent from promptly giving that necessary relief owing, for one reason, to its inaccessibility to the drought stricken areas, and to delays that unavoidably occur in sending supplies by the existing route via Cowra-Blayney-Orange to Parkes and beyond, all of which are junction stations, so that it pays consumers to send direct to Sydney. From Canowindra to Parkes via the existing line the distance is 167 miles; whereas Parkes could be reached via Eugowra and the proposed extension in 56 miles, thus effecting a direct saving of 111 miles, and preventing the exasperating delays that occur at the junction stations. From Eugowra via the existing line to Parkes, it is only 81 miles shorter than it is from Sydney to Parkes, so that it would be more advantageous for western customers to deal direct with Sydney, and that is what happens. A deal of fodder, &c., has gone from this district to the west and north-west, and even to Queensland by the existing round about route.

With the proposed extension, the quantity would be vastly increased. This applies also to passenger, stock, and other traffic. Owing to Sydney being the chief marketing centre of the produce trade, that trade frequently languishes. This is due to the excess of supplies and consequent low prices. With a short route to the new markets in the west, &c., a fillip would be given to further provision to meet the increased demand that must follow. Another factor that the Committee should bear in mind, is that the extension would easily allow of trucks making two trips instead of one only, as at present, in the same time. My League asserts that considerable increased production is bound to ensue upon the construction of the proposed "missing link." New country is being cleared in all directions, and with an early stabilisation of world affairs, this district, in common with others, will rapidly develop, and the increased traffic will compensate the Government for the outlay necessary to create that development. It would not be out of place at this juncture to point out that when the construction of the railway from Cowra to Canowindra was under consideration by the Public Works Committee, in 1907, the Department submitted the following figures:—

Estimated annual revenue:—	£
Merchandise, live-stock, &c. ...	1,525
Passengers, parcels, mails, &c. ...	1,488
Total ...	£3,013

In contrast, let me state the figures for the Canowindra station alone, twelve years after construction of the line, they prove to be eleven times in excess of that estimate, amounting to £33,891 for the year ended 30th June, 1923, that being the cash revenue actually received at the station. The outward traffic "to pay at the other end," would probably approximate another £25,000 or £30,000.



Witness—H. McD. Brown, 13 June, 1924.

Besides this, the extension Canowindra to Eugowra was opened in 1922, so that most of the revenue, &c., from Eugowra and the sidings on that line for the seven months to 30th June, 1923, could properly be credited to Canowindra in this comparison. Then as far as the Cowra-Canowindra line itself is concerned, no mention is made of the revenue and outward traffic from the Bangaroo, Billimari, and Glen Logan Sidings, but which, added to the Canowindra figures would amount to a very large sum in the aggregate. With a new outlet, I predict that in another twelve years the revenue from the same line will have increased by 50 to 100 per cent. over last year's figures. Another aspect of the case which my league trusts the Committee will look favourably upon, is that the proposed extension would provide an alternate route for the Transcontinental (Sydney-Perth) railway as against the Parkes-Orange-Blayney line with its heavy grades. It would relieve that line of much of the heavy traffic that must result on the completion of the Condobolin-Broken Hill Line. My league would take the opportunity to persuade your Committee to use its utmost endeavour to urge the Government to have the construction of that section between Condobolin and Broken Hill expedited, owing to the immense importance the opening up of more direct communication between Sydney and Perth, would have on the business and social life of the State. It would save the long detour *via* Melbourne. How great a boon to Sydney and the eastern portion of the State in particular, it would be to be in more direct touch with Broken Hill, Adelaide, and Perth. Brisbane would also benefit by an earlier delivery of the London mails, &c. The possibilities in that direction are very great. I would urge the pressing need for the construction of what should be the logical conclusion of the Cowra-Canowindra-Eugowra line, viz: the extension to Parkes. To refrain from completing this section at the earliest possible moment, would appear to be an error of judgment, warranted only by the present financial stringency which, however let us trust, will soon pass. I trust the Committee will impress upon Parliament the vital necessity for the construction of a line from Eugowra to Parkes with the least possible delay. I have heard that the Victorian Government realises that when the line is built they will lose a certain amount of through traffic, and that they have ordered a number of powerful locomotives for the traffic from Sydney to Adelaide. Those engines will travel 200 miles on a non-stop run from Melbourne to Albury.

183. Has your league considered whether the Canowindra-Gregra line would be a competitor with the Eugowra extension?—It cannot compete from our point of view. Our league realises the great importance of a line between Eugowra and Parkes from a national standpoint, and as an alternative route to the other route, on which there are heavy grades. We passed a resolution supporting the Gregra extension.

184. What is the composition of the Canowindra Railway League?—Its members are drawn from a radius of 12 miles.

185. Is the league unanimous in its desire to have this extension, notwithstanding any rival route?—Yes.

186. Has your league expressed a preference for the linking-up point?—We prefer Mugincoble because it is more direct, and it gives direct access to the west and north-west. It would also be a shorter route to Dubbo, *via* Parkes.

187. Your league pins its faith to the national aspect?—Yes, and to local needs. The western markets are going to be a big factor. At present it is more difficult to get here by train from the west than it is to go to Sydney.

188. Has much increase in production followed the Eugowra to Canowindra railway?—Yes, more land has been put under the plough, and land has been prepared for the plough.

189. What quantity of lucerne is grown in the district?—The average is about nine cuts in an ordinary season.

190. I gather that, in your opinion, the construction of a railway from Eugowra to Mugincoble is more pressing than one from Canowindra to Gregra?—Yes. We should have a direct route from the west. Motor traffic would feed the line.

191. *Mr. Burke.*] What area have you?—I am retired, but I had 1,480 acres. I have grown fodder and grazed sheep.

192. What is the carrying capacity of your country?—Ore and a half to two sheep to the acre.

193. Could more land be put under cultivation if the line were built?—Yes, although it might not induce me to put in more stuff unless the demand for fodder in the west became greater.

194. What is a living area 10 miles from the railway?—From 300 to 500 acres.

195. To what use should that land be put?—Wheat growing, and, where it is suitable, lucerne growing.

196. What is a fair distance to cart fodder to the railway?—About 10 miles.

197. *Mr. Mahony.*] Have you sold your holding?—It has been transferred to the boys who will continue to work it.

198. Your contention is that the proposed line would connect two systems?—Yes.

199. *Mr. Travers.*] Do you anticipate any return traffic over the line?—Yes, we should do a big business in stock.

200. Has there been a tendency during the last five years for more land in the district to be put under cultivation?—Yes.

201. Has the same thing obtained south of Canowindra?—There has been a good deal of development along the river and a few miles west towards Eugowra. Wonderful progress has been made.

202. *Mr. Drummond.*] Does the country between Eugowra and Parkes compare favourably with the country towards Gregra?—I think the Gregra land is better than that between Eugowra and Mugincoble.

203. What is a fair yield in the district?—About 20 bushels.

204. Where do you find your principal market?—In the west, and at Condobolin, Trundle, Tottenham, Bourke, Dubbo, and Coonamble. The shorter route would cause freight to be less.

205. *Chairman.*] Do you consider that the estimated revenue of the proposed railway would be increased in the near future?—Yes, in two or three years.

206. I understand you have some figures to submit?—Yes, as follows:—

#### RAILWAY STATISTICS FOR YEAR ENDED 30TH JUNE, 1923.

	Canowindra, 30th June, 1913.	Canowindra, 30th June, 1923.	Eugowra, Trajere, and Nyrang Creek, for seven months after opening to 30th June, 1923.	Combined total.
Revenue.....	£12,788	£33,891	£2,465	£36,356.
Stock—trucks out...	161	553	252	808 trucks.
Fodder—trucks out	332	1,326	321	1,647 trucks.
Wool—bales out ...	1,893	4,085	719	4,814 bales.
Wheat—bags out ...	12,2167	75,582	87,335	162,917 bags.
Tonnage, in and out	23,022	44,316	10,751	55,067 tons.

Revenue from Trajere and Nyrang Creek Sidings not shown. Traffic from Bangaroo, Billimari, and Glenlogan Sidings on the Canowindra to Cowra Section also not shown.

#### GRAND TOTAL OF TRAFFIC ON THE COWRA-CANOWINDRA-EUGOWRA LINE FOR THE YEAR ENDED 30TH JUNE, 1923.

Revenue .....	£36,356
Stock, trucks .....	948
Fodder do .....	2,504
Wool, bales .....	5,472
Wheat, bags .....	224,040
Tonnage .....	69,324

Mr. Brown handed as annexures:—

#### COMPARATIVE DISTANCES AND FREIGHT ON HAY, CHAFF, &C., IN TRUCK LOTS FROM CANOWINDRA.

Via Eugowra, Extension to—			Via Cowra, Blayney, Orange.		
Miles.	Freight.		Miles.	Freight.	
	s.	d.		s.	d.
Parkes .....	56	8 2	.....	167	14 7
Bogan Gate...	77	10 6	.....	191	15 5
Peak Hill.....	87	11 2	.....	201	15 9
.....	.....	.....	.....	236	16 11
.....	.....	.....	.....	207	15 11
Trundle .....	93	11 6	.....	229	16 7
Tullamore ...	115	12 7	.....	200	15 7
Narromine ...	123	13 1	.....	177	14 11
Dubbo .....	145	13 9	.....	261	17 9
Tottenham ...	148	13 11	.....	230	16 7
Condobolin ...	116	12 10	.....	.....	.....



Witnesses—H. McD Brown, L. C. Marshall, and L. Rossell, 13 June, 1924.

EUGOWRA RAILWAY RETURNS.

	From date of opening (11th December, 1922) to 30 June, 1923.	From 1st July, 1923, to 31st March, 1924.
Revenue.....	£2,465	£3,210
Cattle trucks—in.....	3	27
Do do out.....	34	44
Sheep do in.....	2	1
Do do out.....	148	99
Chaff, Hay, trucks—out..	127	217
Wheat, bags—out.....	54,631	70,609
Wool, bales—out.....	196	988
Tonnage—in and out.....	6,478	9,279

Luke Charles Marshall, commission and stock and station agent, Canowindra, sworn, and examined:—

207. *Mr. Travers.*] Do you support the construction of a railway from Eugowra to Mungahlin?—Yes; it would prove an outlet for fodder grown at Canowindra and along the line to Eugowra. We handle a large amount of fodder through different agents. The line would induce farmers to grow more fodder, particularly lucerne. The local flats are fairly well worked, but the Lachlan flats are really only coming into their own. Men on the Lachlan are growing lucerne without irrigation. In the last drought we trucked 250 tons for Brisbane. During that drought we also trucked between 70 and 80 to Dr. Kater, of Warren. We sent seven or eight trucks to Wellington, and quite a number of single trucks to places on the Parkes-Peak Hill line. With the railway there would be a regular traffic in time of plenty as well as in drought time. The district is capable of producing half as much again as it does now. The railway would cause more people to settle on the land in small areas.

208. Do you get many orders from the west and north-west?—Yes. The trouble is that produce has to be sent such a long way round.

209. Is there a general demand for lucerne in this district?—Yes.

210. What is it worth?—In November, 1923, we sold a division of the Wilson estate. One block brought £75, another £55, and a third £50. The whole block averaged £110 per acre for the actual lucerne flats.

211. Would not the Forbes-Stockinbingal line offer relief to western pastoralists?—It is not such a direct route.

212. Would a line from Canowindra to Gregra offer relief?—Yes.

213. Would you be in a better position than you are in to-day?—Yes.

214. What is the country like between Eugowra and Parkes?—There is quite a lot of good agricultural and fair grazing country, but it is light carrying. In the Lachlan Valley the country to be served, including Backyamma, comprises some rich flats suitable for lucerne. On the north side the land is more or less poor, although there is some fine wheat land there, mostly unimproved.

215. Mile for mile, would there be better returns from the Canowindra-Gregra proposal than from the Eugowra to Parkes proposal?—Probably there would be, but from a developmental standpoint I do not think so.

216. Would much revenue be obtained from the supply of fodder west and north-west?—Yes.

217. *Mr. Mahony*] Is Dubbo a fodder-producing district?—Yes.

218. Would it not be handier to supply fodder from Dubbo to places such as Warren?—Yes, but they can only supply wheat and oaten hay. They cannot grow lucerne.

219. Is there much demand for fodder as far as Coonamble?—I think there would be.

220. *Mr. Burke.*] Where would stock come from to this district?—About 5,000 sheep were fed here for six months on Mr. Purcell's property. They came from the south—I think, Hay.

221. Would stock be sent here from such places as Condobolin and Bogan Gate?—Yes, and from Warren and Trangie.

222. Would not the Parkes-Stockinbingal line serve that purpose?—Yes, but the proposed line would serve it better. You have to bear in mind the line to Broken Hill, which will be completed before long. If a railway were constructed

between here and Parkes, it would be more economical to send western traffic that way. We should be as well served by the Gregra line, but the Eugowra and Lachlan valley people would not be.

223. Would you be satisfied with the Gregra line?—We support the Parkes-Eugowra line. From my own standpoint the other line would serve us as well as the Eugowra-Parkes line.

224. *Mr. Cameron.*] What was the area of lucerne land that brought £110 per acre?—Twenty-three acres brought £75 per acre, the actual lucerne land averaged £110 per acre.

225. Is that a standard value out there?—Two blocks on the estate brought £55 and £40 per acre, and they have recently been sold at a profit. (The average resale £60 per acre.)

226. Is there difficulty in getting rid of lucerne in this district?—None whatever. At present Sydney is our market. Prices are better in Queensland, but the distance is too great. If the line were built I should expect to have a bigger outlet.

227. *Chairman.*] Your main argument in favour of the Mungahlin route, apart from the national standpoint, is that if the Gregra route were adopted, from Canowindra to Eugowra, and further out 10 or 12 miles, where there are lucerne lands, the country would be at a disadvantage as against the Mungahlin connection?—Yes, that is the idea of my league.

228. Do you grow any maize?—Yes, quite a lot, and we have sent maize north. It only pays to grow maize at a big price. I do not think growers could handle and sell it under 4s. per bushel. Lucerne is preferable, and there is a bigger demand for lucerne.

229. Is maize grown in considerable quantities in this district?—Yes; up to 60 and 100 bushels per acre. The Gregra line would give us direct communication with the north and north-east. The advantages are in favour of a line from Eugowra to Parkes, to link up with the west as far as Bourke.

Leonard Rossell, mill manager, residing at Strathfield, sworn, and examined:—

230. *Mr. Burke.*] What are your reasons for supporting the proposed railway?—It would be a great advantage to have the railway extended to the Parkes line. At present it is at a dead-end and I think it is difficult for the Railway Department to work. A railway from Canowindra to Gregra passes through fairly good country already settled and more settlers would be added by a railway. Out from Eugowra the land is not so well settled. It is all good wheat-growing country, and if the line were built there would be more farmers there to grow wheat. An extension of the Eugowra line would be of much advantage when the line runs through to Broken Hill. The western stations would buy lucerne from this district. Maize is a dry fodder and does not take the place of lucerne. Much lucerne will be grown in the Lachlan Valley for western stations if it can be transported at a reasonable price. One line would suit us as well as the other as far as our flour mill is concerned, because we draw wheat a long way round now. We are looking forward to the Broken Hill line, as we expect to have an outlet there for our produce.

231. You have said that the railway at Eugowra is at a dead-end; is that your main reason for advocating the line?—No, but I should think the Railway Department would prefer to have the line extended for working purposes.

232. Have you a knowledge of the country between Eugowra and Parkes?—I have motored through it. It is fair country. From Manildra to Parkes there is some rough country. It is fair grazing land and in the valleys and on the flats there is some beautiful country. The same thing applies to the other side.

233. How long does it take to send flour from Canowindra to Molong or Parkes?—A week to Parkes. It has to go through Cowra, Blayney and Orange—three depots. When the Broken Hill line is completed we shall be able to supply the west as far as Broken Hill. Besides flour there would be traffic in bran and pollard. Not only my mill, but other millers, would be able to supply flour along the line.



*Witnesses*—L. Rossell, W. H. Traves, J. McCarron, and T. Finn, 13 June, 1924.

234. Do you draw wheat supplies from the surrounding districts?—Yes. We used to draw from Bogan Gate and Gilgandra for mixing purposes. Splendid wheat is grown in this district. I have known wheat and chaff to be sent from Geurie to Sydney, and back to Coonamble.

235. Has there been an increase in wheat production in this district?—I think there has been an increase in the number of farmers growing it, but increase in production depends largely on the season. I recommend the Canowindra to Parkes connection from a national standpoint.

236. Have you a property of your own?—I have 1,600 acres near Billimari. I am growing wheat and lucerne for grazing. At Horsbarn, in the Wimmera, land was worth £2 per acre when I left. It is worth £20 per acre to-day for wheat and fodder. That land will not produce as much as the land in this district will. This district contains some of the finest wheat and fodder land in New South Wales. The local land is easier to work than the Horsbarn land. It is as good as Goulburn Valley land. Wheat grows here better than in any part of New South Wales. There are farmers at Billimari who have paid for their land and have money in the bank.

237. *Mr. Mahony.*] Is yours the only mill in the district?—No.

238. What is the output of your mill?—About 10,000 tons per year. We consume 490,000 bushels a year.

239. *Mr. Travers.*] Have you an opinion to offer as to the area of lucerne land in the district?—It is stated there are 10,000 acres at Eugowra.

240. How far from the railway can lucerne be profitably grown?—If you have to cart it 5 or 6 miles you are getting on the limit.

241. Would a railway from Canowindra to Gregra place you in a better position than you are now?—Yes. But the Parkes line connection is better from a national standpoint.

242. *Chairman.*] If a line were constructed from Mugincoble, would millers at Canowindra and Cowra draw regular supplies of wheat from such places Narromine, Bogan Gate, and Tottenham?—Yes.

243. Would you draw increased supplies?—Yes.

William Henry Traves, farmer and grazier, near Canowindra, sworn, and examined:—

244. *Mr. Cameron.*] Which connection do you favour?—An extension from Eugowra to Parkes. It would be the nearest means of sending produce to the west or north-west. It would be a cheaper route, because rates are charged on the mileage basis. The country along the route is settled, and it should produce from three to four times as much in the next ten years. The country bordering the Lachlan is first-class. There should some day be an extension of the line from Bourke into Queensland, when produce could be sent from this district west as far as the line went. There would be a great outlet for our lucerne.

245. Do you look upon Parkes as a distributing centre for the produce you would grow?—It is the centre for the western and north-western distributors.

246. What do you think of the proposal to link up at Tichborne?—I do not see where the benefit would be.

247. What do you grow now?—Wheat, hay, sheep, pigs, and cattle. I have 600 acres. The best lucerne seed has been grown near my property. It is better seed than that grown on the river.

248. I take it you prefer the Parkes connection in preference to the Gregra line?—Yes. I have no objection to the Gregra line, but while that is 60 per cent. or 70 per cent. in our favour, the other line is 90 per cent. in our favour.

249. Is much lucerne grown about Forbes at the present time?—Yes. Wheat-growing is barely a paying proposition at present.

250. Could you compete with people growing lucerne on the spot if the railway were constructed?—Yes, I think so. We should have a labour advantage, because population is thicker here.

251. *Chairman.*] In stating that wheat-growing is barely a paying proposition what relief would you expect by a line from Eugowra to Parkes as far as that produce is concerned. Would the railway improve your position as a wheat-grower?—Possibly it might not, unless there were a larger consumption in the west, but there is no bridge over the Lachlan between Gulgong and Forbes. I would not expect much traffic from that district to the line until a bridge is built, when it would make a lot of difference.

252. *Mr. Burke.*] What are you doing with your 600 acres?—Farming in a general way.

253. Do you sell your wheat locally?—Sometimes. At other times we can do better.

254. Would there be much traffic on the Mugincoble line?—Yes.

255. *Mr. Mahony.*] Do you consider there would be a great demand for wheat grown in this district in the west and north-west?—Yes.

256. Is not wheat grown as far north as Coonamble?—Yes, but with better cultivation wheat can be grown here in most seasons.

257. Would you expect much of the produce grown in your district to go west by the railway?—It would depend upon the market.

John McCarron, farmer and grazier, and storekeeper, Billimari, sworn, and examined:—

258. *Mr. Mahony.*] How long have you resided in the district?—Seventeen years. It contains some of the finest lucerne land in the State, yet I do not think 10 per cent. of it is under lucerne. A railway from Eugowra to Parkes would help us to find another market. My firm sends a good bit of fodder away, mostly to Sydney, and sometimes to Queensland. As the land becomes further developed thousands of acres will be put under lucerne. The lucerne flats here are most prolific. When I first came to this district from Victoria the Lachlan flats were not considered to be as good as the Belubula flats, although they are nearly as good. The larger holders have not gone in much for lucerne, but I estimate that in ten years a very large quantity will be grown. Last season 1,100 wethers bought at Trangie and sent to this district brought £2 8s. in the Homebush market. When there is a bad season in the west we have a pretty good season here, and it would be almost as easy to bring sheep here to pasture as to take fodder to them. There would be an interchange of seed wheat.

259. Is there much demand in the west and north-west for produce grown in this district?—Yes, a good bit of stuff has gone from here to the north and north-west.

260. Supposing sheep were brought to this district for pasture, where would you send your fodder?—That would not be general.

261. Would you expect to have a regulated traffic in fodder to the west?—Yes, but it would depend upon the demand.

262. Where is the best land in the district from a production standpoint?—Between Canowindra and Gregra, but I should say that both lines are required.

263. How does this district compare with the Goulburn Valley?—I have been here seventeen years, and have no desire to go back to the Goulburn Valley. The Victorian land is £5 or £6 dearer than ours. This year we had 17 inches of rain. I had about 1,200 acres under wheat, and we got a 22-bushel average.

Thomas Finn, storekeeper, and farmer and grazier, Canowindra, sworn, and examined:—

264. *Chairman.*] What has been your experience in the Lachlan Valley?—About fifty years, during which time I have seen some wonderful changes. I have seen the district changed from a pastoral one to an agricultural one. I have always favoured a connection with Parkes. Once, when we had a visit from Mr. Johnson, formerly Railway Commissioner, he said that it was the intention to make the Broken Hill line a trunk line, and that was why we should have a line to Canowindra.







Witnesses—J. E. H. Kennedy, 16 June, and J. J. G. McGirr, 18 June, 1924.

*Closer Settlement Purchase Areas.*

There are five Closer Settlement Purchase Areas and part of four others; their aggregate area is about 7,400 acres. They were acquired by the Government under the provisions of the Closer

Settlement Acts, and are indicated on map produced by firm white bands. All the farms therein were applied for and allotted by the Minister, and the details concerning which are shown in the following schedule:—

Settlement Purchase Area.	Area.	Date of Acquisition.	No. of Farms.	Disposal average price per acre.	Disposal average price per farm.	Remarks.
	n. r. p.			£ s. d.	£ s. d.	
Hanley's .....	467 3 0	1 Oct., 1919	1	4 12 6 (About)	2,163 6 10	
Wilga .....	1,330 2 0	30 Oct., 1919	3	5 4 0	2,356 11 0	One farm forfeited; re-set apart; covering applications therefor have not been dealt with.
Judd's .....	Part about 130 acres within.	10 Dec., 1919	1	5 6 0 (About)	2,544 0 0	
Flowery Dell .....	1,280 0 0	9 Mar., 1920	3	5 7 6 (About)	2,202 17 8	One farm now forfeited, and in process of sub-division for addition to the two other farms.
Tomabil .....	1,494 0 0	30 Mar., 1920	3	4 10 1 (About)	2,243 8 10	
Toohy's .....	Part about 280 acres within.	7 July, 1920	1	3 15 0	2,584 13 9	
Greenbrook.....	Part about 1,670 acres within.	20 July, 1920	4	5 8 6 (About)	2,294 16 9	
Walla Walla .....	Part about 595 acres within.	22 Nov., 1920	6	5 3 5 (About)	2,608 6 8	
Dwyer's .....	123 0 0	13 Jan., 1920	1	8 10 0 (About)	1,045 10 0	

Mention may be made that within the limits of the affected area, in addition to the 3,500 acres of untenanted Crown lands referred to above, there are about 16,100 acres of reserves not held under any tenure, other than annual tenure, about 100 acres of other Crown Lands held under Occupation License, and about 1,700

acres held under Improvement Lease, making a grand total of about 21,400 acres of unalienated Crown lands.

*Rainfall.*

The average annual rainfall on the affected area is about 20 inches.

WEDNESDAY, 18 JUNE, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.  
WILLIAM CAMERON, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee further considered the expediency of constructing a line of Railway from Eugowra to a point on the Molong-Parkes-Forbes line.

John Joseph Gregory M'Girr, M.L.A., of Sunrise, Parkes, sworn, and examined:—

376. *Chairman.*] You desire to give evidence in advocacy of this proposed line?—Yes. Parkes is really a centre and I take it that this Committee would consider the suitability of railways as much from the point of view of decentralisation as from any other point. Although it is stated that not much decentralisation has taken place in New South Wales the last few years, Parkes is a step in decentralisation. At present lines converge on Parkes from north, south, east, and west. It is the only town in Australia so situated. Shortly we shall have the transcontinental line from Broken Hill running through Parkes. We are connected with Victoria through Stockinbingal and with Queensland through Werris Creek. At present Mr. Theodore's Government in Queensland send three freight trains a week through Parkes from Wallangarra to supply Victoria with tropical fruits on the following morning. That is only done through having a cross-country connection. It avoids the long delay and deterioration of fruit that otherwise must take place. Any other line built in that area to link up with the system must trend towards Parkes because it would be a feeder to all other lines. The greatest recommendation of this line depends not so much on the supply of fodder, although that is a great point, as on the question of the duplication of the present western line. There is no rule which says that in order to duplicate a line the second line must run side by side with the first. That they need not run side by side has been proved in the case of the Dubbo-Cumnock-Molong line. Instead of running the line from

Dubbo down past Wellington and joining at Orange it runs from Dubbo across country to Cumnock and Molong. In that way it opened up a lot of new country. If this line were built from Eugowra to Parkes you would duplicate the western line, which has now but a single pair of rails, and would open up new country. You would join the southern line at Blayney through Cowra. In that way a dual purpose would be served. It would be rendering services to trains from the north and south and Broken Hill. A second great consideration is the supply of fodder in times of drought. When there is a drought Canowindra is the best fodder country in that district. It might be argued that the Stockinbingal line would serve to bring green fodder, but that is not so, because when there is a drought in the Parkes district there is drought in the Riverina district, whereas there is never a drought at Canowindra. There is practically no other source in the middle of a drought on which to draw than the Canowindra district. Experience has proved that a great deal of fodder is drawn during every drought period from Cowra, Canowindra, Eugowra, Young, and the eastern districts generally, to the drier districts, where droughts are, unfortunately, more prevalent than in the more easterly districts. In drought time it is a question of getting food to stock quickly, and delays frequently occur where long journeys and frequent shuntings are necessary. This particularly applies to the sending of lucerne and fodder from Canowindra via Cowra, Blayney, Orange, Parkes, &c. A straight line from Eugowra to Parkes would obviate these delays. The Werris Creek-Dubbo and Forbes-Stockinbingal line is now



a very busy track, and likely to become more so. This new connection would be a feeder to this line, besides relieving some of the traffic. By the construction of the Eugowra-Parkes line, a great deal more lucerne could be grown for market on the Lachlan River, west of Eugowra. By reference to the route plan, you will see that the line runs practically parallel with the river to a point about 8 miles from Eugowra. In time of drought it would also be useful for conveying stock from the western districts to relief country which often exists in the Cowra, Eugowra, Boorowa districts. A dead-end is always objectionable, especially where a connection can be brought about by the construction of such a short length of line, and despite what the Commissioners may say to the contrary, I feel quite certain that it would eventually prove a valuable duplication of the Parkes-Molong line, in effect. It is surely expensive haulage to pull all the heavy traffic of the western districts, Broken Hill included, over a grade of practically 1,000 feet, from Parkes to Bumbery. I admit that if that were the only service the line would render, one could hardly argue a case for it, because there might be three or four good years, during which no fodder would be carried. But the opening up of new country is a third point in favour of the line. The old proposition was to carry it across from Eugowra towards Cookamidgery. That line would have skirted the Bumbery chain of mountains, and would not have opened up fresh country. With the proposition to join at Mugincoble, the line would pass through flat country. There is a big timber reserve set apart by the Forestry Department for timber on which no timber grows. There are many big holdings along the line, and if there was a siding holdings of 2,560 acres would be cut up into holdings of 640 acres, so that there would be four settlers in each case instead of the one now there. Several holdings close to Parkes have been cut up in that way. You could hardly say the line would bring settlement on all that land, but the land would be earmarked by the Government, and it would eventually have to be cut up for closer settlement. Right along the route there are now areas four times the size necessary for the maintenance of a family. They will be subdivided as they have been on the other side of Parkes in consequence of the building of the Peak Hill-Parkes railway. Before the line was constructed they were all 2,560-acre blocks; now they are all 640-acre blocks. The chief point in favour of the line is the through connection it would afford with Condobolin and Broken Hill, and other places beyond Parkes, west, south-west, and north-west. In the trip from Canowindra to Parkes 114 miles would be saved. Parkes is 168 miles by Blayney and only 54 by Eugowra. Eugowra is 194 miles by Cowra and Blayney, and only 28 miles straight across. So that would mean a saving of 166 miles in haulage. This saving would not be for a month or a year, but would continue for all time. It would apply with equal force to all places west of Parkes. Canowindra is recognised as one of the richest lucerne-growing districts in the State. In the worst drought fodder is procurable in the district. Fodder is brought from Riverina, but there is often a drought there when there is a drought in the Central West. Large quantities of fodder went through Parkes for the north in the early months of this year, but a good part of it, if not the lot, came from Victoria. Sixty-four trainloads of fodder went through Parkes to Wallengarra during the recent drought in Queensland, and it saved much stock in Queensland. The line would be a very cheap one to construct. It is only a short distance, and there are no engineering difficulties. According to the official report of the Commissioners the ruling grade is 1 in 110 and the sharpest curve 20 chains. The line would be fully justified by the benefit which the people in the west and south-west of Parkes would receive. Not only could fodder be taken across the country to stock where it is required, but the stock could be brought to the Canowindra district without passing through any of the severe changes in climate such as would be experienced in taking them round by Blayney or Harden. Western sheep, especially if weak, are very much affected by the cold, and heavy losses have occurred. That is very important. Blayney is one of the coldest parts of the country. The

stock if poor would die there, but going across country they would get to a climate practically the same as that from which they had come. I have bought fodder in the Forbes district at prohibitive prices for feeding stock during the drought at Forbes and Sydney. I could have bought fodder a lot cheaper in Canowindra, but the carriage to Parkes was prohibitive. This obstacle to the purchase of fodder in the Upper Lachlan valley would be removed if the railway line now at Eugowra was continued to a point near Parkes, and trade with all places directly connected with Parkes would be stimulated. I have in Parkes at present as tenants Mitchell & Co., machinery makers, of Victoria. They say that owing to the central position of Parkes, they will eventually establish an assembling factory there, and instead of bringing their machinery made up in Victoria and distributing it throughout Stockinbingal or Dubbo or Molong, it would suit them better to establish an assembling factory at Parkes, assemble the parts there and use Parkes as a radiating centre for distribution. The same thing applies to phosphates. There are big firms who consider it would be better to manufacture on the spot. Gibbs, Bright & Co., who have a big place at Forbes, tell me that the people who manufacture phosphates, would just as willingly send the raw material to Parkes and manufacture it locally. The chemical products are very small in quantity compared with the inert material required for the ultimate output of phosphates, and that inert material can be obtained at Forbes as well as elsewhere. Big firms, generally, would be induced to establish themselves there. As a matter of fact, when the Labour Government was in power, Mr. Ashford, then Minister for Agriculture, had a scheme ready for the establishment of a State implement factory at Parkes. It is a fact that the cost of machinery is a tremendously heavy tax on the farmer, and if by some method the huge freight on machinery could be lessened, some of the troubles of the farmer would be removed. If the Government of the day will not establish machinery works, some private firm will seize the opportunity of doing so. The Railway Commissioners recognise that owing to the distance of Parkes from Sydney, it does not pay them to take an engine back for repair at Eveleigh. There are certain parts which can be assembled locally, and, I am told by members of the Department, that it is proposed to take parts made at Eveleigh to Parkes, and to use Parkes as an outlying centre for assembling work when the Broken Hill line is completed. There is no other point on the Forbes-Molong line where this proposed line should be linked up except that at which the other lines converge, and that point is Parkes. There will be a big refreshment-room, which is to cost £15,000. It would be foolish to put this line 20 miles away from there. There will be an assembly depot, a miniature Eveleigh, for engines. Where all those things are taking place such a line as that from Eugowra to the Parkes line should connect. Eugowra should not be permitted to become a dead-end, and the line, when built, must link up somewhere that is practicable. Anywhere near Parkes would suit for the linking up, but preferably Mugincoble, or right in the town of Parkes. I support the proposal to build the line from Eugowra to Parkes, but if an alternative route is desired, I would prefer Tichbourne to Darroobalgie as a junction, because it is a nearer approach to a direct connection. From Eugowra to Parkes, *via* Mugincoble, is 28 miles; *via* Tichbourne, it is 29 miles; and *via* Darroobalgie, it is 36 miles. This, I consider, would add unnecessarily to the travelling distance from Eugowra to Parkes without any compensating advantage. Parkes, from its unique position in the railway system, with lines radiating in almost every direction, is the natural centre to which the line from Eugowra should be brought. I support the line, first, because it will serve as a portion of the inevitable duplication scheme, and will take the Broken Hill traffic round through Eugowra, and throw it on to the south; secondly, it will carry green fodder in time of drought, saving 130 miles to all the drought-stricken areas; thirdly, it will open up all the country to which I have referred along the route; and fourthly, it will be a step in



*Witness*—J. J. G. McGirr, 18 June, 1924.

decentralisation, inasmuch as manufacturers will make it a distributing centre, incidentally helping the farmers to get cheaper machinery and other necessities.

277. Take the local aspect. The Railway Commissioners state that no point along the proposed line will be more than 8 miles from existing lines;—your comment on that would be that increased traffic would come from the cutting-up of existing holdings into 640-acre blocks?—Yes, I think that automatically the holdings will be reduced in size, and thereby multiplied in number. This line would increase the number of farmers to a greater extent than the building of the Galong to Burrowa line increased them, and in that case the population was trebled.

278. What would be the average value of the land in its present condition?—About £4 an acre; 640 acres in that district is regarded as a nice-sized farm. Such farmers are the prosperous men of the district.

279. With respect to the question of the line being a substitute for duplication, the Railway Commissioners suggest that the time to consider that aspect is on the completion of the Broken Hill line?—There is something in that, but I would not leave it till the completion of the Broken Hill line. At present the lines are too congested, and you cannot shift stock on a single line. If they wait till the Broken Hill line is completed they will be in

trouble. This line should be constructed so as to be completed simultaneously with the completion of the Broken Hill line.

280. We were told, when in the district, that the same duplication results can be obtained by the construction of the Canowindra to Gregra line, with the added advantage that the latter line would open up much good country?—I admit there is a lot of excellent country there. I do not know the proposal, but I should say all that country is served by existing railways. If that line were relied on you would have to duplicate the Western line from Parkes over the Bumberry Mountains, which is the most expensive work of the lot. The cost would be terrific. As regards the view that the Canowindra to Gregra line would serve better for the duplication, I cannot agree with it, because the main portion of the duplication would be required through Parkes, Eugowra, Canowindra, Cowra, and Blayney. That would give a duplication right through to the Southern line. The Gregra line would not do that, although I have no doubt that the Gregra line would not be a bad line. The country could do well with the two lines.

281. *Mr. Drummond.*] Where at Parkes could you get the constituents of phosphates?—They say that artificial superphosphates is hyper-phosphates of lime and soda and nitrate of soda mixed with an inert substance, such as sand—that a ton of phosphates is made with 4 lb. of chemicals mixed with an inert substance.



1924.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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PARLIAMENTARY STANDING COMMITTEE ON  
PUBLIC WORKS.

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REPORT

TOGETHER WITH

MINUTES OF EVIDENCE AND PLAN

RELATING TO THE

PROPOSED RAILWAY FROM

FINLEY TO DENILIKUIN.

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Presented to Parliament in accordance with the provisions of the Public Works Act,  
3 Geo. V No. 45.

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# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## RAILWAY FROM FINLEY TO DENILIKUIN.

### REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the Second Session of the present Parliament, under the Public Works Act of 1912 (3 George V, No. 45), and the Parliamentary Standing Committee on Public Works Election Enabling Act of 1922 (13 George V, No. 19), to whom was referred for consideration and report "the expediency of constructing a line of railway from Finley to Deniliquin," have after due inquiry resolved that it is not expedient the proposed railway be constructed; and in accordance with subsection (d) of clause 34 of the Public Works Act of 1912, report their resolution to the Legislative Assembly :—

#### INTRODUCTORY.

1. The construction of a railway from Finley to Deniliquin was under consideration by the Committee in 1914-16 as an alternative to a proposed railway from Jerilderie to Deniliquin. The conclusion arrived at on that occasion was that further consideration of the proposed railway from Jerilderie to Deniliquin should be postponed until the policy of the Government in regard to the purchase of the Moama-Deniliquin private line had been determined, and a decision arrived at regarding the recommendations of the Royal Commission on Border Railways for the construction, *inter alia*, of a line from Moama to Moulamein.

The official evidence shows that both of the conditions mentioned have been met by the passing of the Border Railways Act in 1922. This Act, which came into force on 1st January, 1923, ratifies and approves of an agreement made between the New South Wales and Victorian Governments, under which Victoria is authorised to construct a railway on the 5 feet 3 inches gauge from Moama, or any point on the Deniliquin-Moama Company's railway between Moama and a point one mile north of Mathoura Railway Station to Moulamein and Balranald, and to secure the running rights over, or to purchase the said Deniliquin-Moama Railway.

After submission of the Committee's report on the Jerilderie-Deniliquin proposal in December, 1916, the matter of railway communication with Deniliquin appears to have been allowed to rest for some time; but in April, 1919, the then Minister (Hon. R. T. Ball), when visiting the district, was strongly urged by a deputation from the Finley branch of the Farmers and Settlers' Association to construct a railway from Finley to Tuppall Soldiers' Settlement, a distance of about 14 miles. Such a line, it was pointed out, would not only serve the Soldiers' Settlement Area, but would also benefit a large percentage of the more remote settlers who now had to cart their wheat to Finley, in some cases a distance of 24 miles. In his reply, the Minister said he was aware the country served by the proposed line was one of the best wheat-growing belts in the State, and the question of railway communication was therefore a very important one. He thought that if the work were regarded as part of the line to Deniliquin it would have a better chance of success than it would have as a short spur line only. He would obtain a report from the Railway Commissioners, with a view to referring the matter to the Public Works Committee when that body was reconstituted.

Subsequently,



Subsequently, by direction of the Minister, the Railway Commissioners were asked to furnish a Statutory Report on the proposed railway from Finley *via* the Soldiers' Settlement Area to Deniliquin and on the alternative route from Jerilderie.

Further representations were made from time to time as to the necessity for a railway to the Soldiers' Settlement, and after the receipt of the Railway Commissioners' statutory report regarding the proposal the Minister decided to ask Parliament to refer the expediency of constructing a railway from Jerilderie towards Deniliquin—a length of 25 miles—and at the same time also to submit the proposal for a line from Finley to Deniliquin, so that the two schemes (both of which will serve the Tuppall Soldiers' Settlement Area) could be considered side by side and that recommended dealt with subsequently without involving re-reference, as would be the case if the Jerilderie towards Deniliquin proposal were alone submitted and a recommendation made in favour of the other route.

The proposal was referred to the consideration of the Committee on 22nd November, 1922.

#### THE PROPOSED LINE.

2. The proposed railway commences at 463 miles 6 chains from Sydney at the northern end of Finley Station site and proceeds north-westerly for about 12 miles through the closer settlement which it traverses in a westerly direction, and passes 9 miles northerly from the village of Tuppall. Continuing westerly, the line reaches North Deniliquin, curves south-westerly, and passes between Robinson and Bowning streets and across Augustus, Charles, Fitzroy, Albert, and Victoria streets in that town, and the same direction takes it across Coonambidgal Creek. A short distance further on the line crosses Edward River and to the south of Deniliquin passes between and parallel to Napier and Harding streets, across Charlotte, George, Cressy, and End streets and terminates at 499 miles 20 chains from Sydney in the Deniliquin Station yard. A junction with the Deniliquin to Moama railway is not made owing to the difference in the gauges of the lines. The works are light. The only important waterway crossed is Edward River.

#### ESTIMATED COST.

3. The estimated cost of a single line, with a length of 36 miles 14 chains, a ruling grade of 1 in 110, and sharpest curve of 20 chains radius is £180,900, or £5,000 per mile. The estimated cost of a line extending 20 miles from Finley towards Deniliquin is £100,000.

No survey of the line has been made. The country is flat, and the estimate is based on the cost of the line from Griffith to Hillston.

#### ESTIMATED REVENUE AND EXPENDITURE.

4. The annual revenue is estimated at £10,080, and the annual expenditure at £17,964, the latter being made up of £8,064 working expenses, and £9,900 interest at 5½ per cent.

An alternative estimate of revenue and expenditure of a line extending 20 miles from Finley towards Deniliquin gives the former at £5,600 and the latter £9,980, made up of £4,480 working expenses, and £5,500 interest at 5½ per cent.

#### RAILWAY COMMISSIONERS' REPORT.

5. The statutory report of the Railway Commissioners, dated 22nd November, 1922, states that the proposal has had consideration in association with their report on the proposal to construct a length of line for a distance of 25 miles from Jerilderie towards Deniliquin, in which it was mentioned that they do not favour the construction of a line from Finley, as the area of country concerned could be more effectively served by a connection with Jerilderie, for the distance stated.

Dealing separately with the proposal from Finley to Deniliquin, it may be stated that the length of construction would be 36 miles 14 chains, the estimated cost being £180,900, with a ruling grade of 1 in 110, and the sharpest curve 20 chains radius.

In regard to the financial aspect of the two proposals, the Commissioners are of opinion that although the line from Jerilderie for a length of 25 miles, plus 22 miles to make a through connection with Deniliquin (if it be decided to give Deniliquin railway communication) would be 11 miles longer than the line now suggested from Finley to Deniliquin, the financial aspect would not be adversely affected by the increased distance, and they hold the view that the proper connection to serve the New South Wales system, apart from local considerations, is with Jerilderie.

THE



THE AREA TO BE SERVED.

GENERAL DESCRIPTION.

6. The country through which the proposed line passes consists principally of agricultural land and includes the Tuppall Soldiers' Settlement, which, although acquired not more than six years ago, has shown remarkable development. North and south of the route the country generally is suitable for wheat-growing, and where it extends beyond present railway influence is being used for pastoral purposes.

LAND INFORMATION.

The limits of the area which would be influenced by the construction of the proposed railway have been restricted to 12 miles from each side thereof.

Owing to the existing railways, Narrandera to Tocumwal and Deniliquin to Moama, the limits referred to on the western, north-eastern, and south-eastern sides of the affected area are about midway between the existing railways mentioned and the one proposed.

The 12-miles zone is restricted to the northern and southern sides of the proposed line. Extension beyond the other limits to cover that zone on each end of the proposed line would include lands within the sphere of the existing railways above mentioned.

Within the limits referred to there is an area of 515,000 acres, comprising 497,000 acres of alienated lands (including conditional purchases, conditional leases, conditional purchase leases, settlement purchases, homestead settlements and settlement farms); 6,900 acres of reserved lands not held under any tenure; 2,300 acres of special and Crown leases; and 7,900 acres of Crown lands held under occupation license.

*Untenanted Crown Lands.*

The only lands which, for the purpose of this report, have been considered as untenanted Crown lands are three farms with a total area of about 1,700 acres within Tuppall (21) soldiers' group purchase area. These farms have been provisionally allotted, but owing to the purchasers having not signed the relative securities they have not been confirmed.

The country is generally level and low-lying in parts. The soil is of a red loam and red and grey clay in parts, and the timber consists of pine, oak, box and needle-wood, partly ringbarked.

*Forest Reserves.*

There are three forest reserves, dedicated as State forests, only partly within the limits of the affected area, the aggregate acreage of which is about 1,200 acres. This country is generally flat to level, and low-lying in parts. The soil is grey, loamy, and alluvial, with grey clay and red sandy soil in parts, and the timber of gum, box and pine, generally of fair value.

There are no inconvertible leases within the affected area's limits.

*Closer Settlement Purchase Areas.*

The area affected by the proposal contains a soldiers' group purchase area, Tuppall (21) and part of Tuppall (18) closer settlement purchase area. Their combined area amounts to 57,000 acres. They were acquired by the Government under the provisions of the Closer Settlement Acts, the information in connection therewith being detailed in the following schedule:—

Settlement Purchase Area.	Acreage.	Date of Acquisition.	No. of Farms.	Disposal average price per acre.	Disposal average price per Farm.
				£ s. d.	£ s. d.
Tuppall "18" ... ..	Large part within.	26 November, 1910	73 within, 7 partly within.	4 14 6	2,004 0 6
Tuppall "21" (Soldiers' Group Purchase Area).	23,422 acres	29 June, 1917 ...	40 ...	(about) 4 5 0	(about) 2,415 8 0

All



All the farms in the settlement and soldiers' group purchase areas were applied for and allotted by the Minister, excepting three farms in the latter area, which, owing to the relative securities having not been signed by the purchasers, have been only provisionally allotted and not yet confirmed. Within the affected area, in addition to the 1,700 acres considered as Crown lands mentioned above, there are 6,900 acres of reserved lands not held under any tenure other than annual tenure, and 6,200 acres of other Crown lands held under occupation license, making a total of 14,800 acres of unalienated Crown lands.

#### *Rainfall.*

The average annual rainfall on the whole of the affected area is about 16 inches.

#### THE INQUIRY AND EVIDENCE.

7. The Committee have considered this proposal in conjunction with one from Jerilderie towards Deniliquin, and have inspected the country both lines would serve, extending from Jerilderie and Finley on the east to Deniliquin on the west, and from the Billabong Creek on the north to Tuppall Creek on the south. Within this area are extensive tracts of agricultural and pastoral country, the latter lying principally along the Billabong Creek to the north of the proposed line from Jerilderie towards Deniliquin, whilst the bulk of the wheat area is north and south of the proposed line from Finley to Deniliquin.

The proposed line enters, two miles west of Finley, what was formerly known as the Tuppall estate, 30,000 acres of which were acquired by the Government in 1910 as a Closer Settlement area. The whole area is under the influence of the railway line at Finley, and includes 80 allotted farms. The country has been improved of late years, and the farms, averaging about 530 acres each, are being cultivated.

Immediately adjoining the settlement on the western side is the Returned Soldiers' group purchase area of 40 farms—23,422 acres—acquired in 1917 and now fully occupied. The nearest point of this area from the Finley railway station is 10 miles; the most distant point is approximately 23 miles. Generally, the occupants are working their farms to advantage in the production of wheat; but it has been represented that they are unable to pay the freight charges, reaching 1s. 7d. per bag, for carriage as far as Finley, and that if they use their own teams and occupy two days every trip they are compelled to neglect important farm work. During the last two years the area under crop has increased, and it is estimated that 30 farms, varying in extent from 522 to 899 acres, are growing wheat on an average of 150 acres.

The following shows the agricultural progress of the soldiers' area since 1920-21 :—

Year.	Acreage under Wheat.	Yield in bags.	Yield in bushels.	No. of farms.	Cost of cartage.
					£ s. d.
1920-21	1,824	12,744	21	13	881 15 3
1921-22	4,399	26,839	18	20	1,798 15 0
1922-23	5,815	12,200	6	22	843 10 6

The area under fallow at the time of the Committee's inquiry was 3,650 acres. The average distance of the settlers from railway communication is estimated at 18 miles.

Special consideration in the matter of railway facilities has been claimed on behalf of the settlers on the Soldiers' Settlement Area on account of the burden they are said to be carrying compared with the civilians who have taken up the closer settlement purchase country practically adjoining the township of Finley. Under the conditions entered into with the Government each of the settlers has received a loan of £625, which is being repaid with 6 per cent. interest. Interest on the ordinary Closer Settlement purchases is 5 per cent. The average carrying distance from the latter to Finley railway station is from 10 to 11 miles; from the Soldiers' Settlement Area it is 18 miles. The construction of the proposed line would decrease the average carrying distance from the soldiers' farms to Finley to 8, and whilst increasing production would improve the conditions of the settlers generally. On the other hand, it has been urged that without improved railway facilities larger areas will be necessary; otherwise the bulk of the settlers will be unable to carry on.

Although



Although 1923 was a bad season for wheat, 130,000 bags were received at the Finley railway station compared with 200,000 in the previous year. The greater portion of this came from the country north and south of the proposed line.

With the exception of a comparatively small output which is railed for conversion into flour at Tocumwal and for delivery thence to Melbourne, the market for wheat is in Sydney, to which centre, in spite of the extra distance of carriage, the cost of conveyance compares favourably with that to the Victorian capital. In regard to stock, however, practically the whole are carried to Melbourne, the freights to which are considerably lower than over the longer distance to Sydney.

To the north-west of Finley, and outside the Closer and Soldiers' Settlement Areas, agricultural country predominates. Amongst the principal estates is Pine Hills, 6,000 acres, the first block of which was selected between 40 and 50 years ago, and upon which wheat and other cereals, as well as wool, have been successfully produced. Owing, however, to the increased cost of production and cartage, the nearest railway station being 20 miles distant, the area under crop has been gradually reduced until cultivation has been suspended altogether. The evidence indicates that as the area under wheat was reduced the income gradually increased, the breeding of sheep and the production of wool proving more profitable. The whole of this area is described as suitable for wheat growing, and it has been stated that if the proposed line is constructed it will be cut up and eventually go back to cultivation.

On the western boundary of the Soldiers' Settlement Area, and for several miles, there is lightly timbered agricultural as well as plain country. Similar country prevails to the south and beyond the north-eastern corner; and it has been urged that the advantage of the proposed route generally over that from Jerilderie is that it will serve agricultural land solely as against agricultural and pastoral country. Apart from this the Finley connection would give a better choice of markets.

North of the Soldiers' Settlement Area a number of holdings used for wheat and mixed farming, are distant 18 to 25 miles from the existing line at Finley. In this portion of the area 20,000 acres of the Hartwood estate were divided into 18 farms 20 years ago, and are now growing wheat to a limited extent.

According to the evidence obtained by the Committee, farmers and settlers in the neighbourhood of Deniliquin are desirous of securing direct communication with the New South Wales railway system with a view to trading with the markets of this State more effectively than they are able to do under present conditions. Trade with New South Wales can now only be carried on by means of long and costly road haulage to Jerilderie or Finley, or over the Deniliquin-Moama broad gauge railway, and thence to Tocumwal. Consequently the greater part of the trade of Deniliquin and the district to the north and west is confined principally to Victoria. A line to Deniliquin from either Jerilderie or Finley—the former for preference on account of its shorter distance to the metropolis—would enable produce to be conveniently carried to the New South Wales markets. The proposal, however, to construct a line from Jerilderie for a distance of 25 miles only is not generally approved of on the ground that it will not result in extra development in the Deniliquin district, and will leave trading conditions exactly as they are at present.

It is estimated that during the last season 100,000 bags of wheat grown locally and west of Deniliquin were forwarded to Melbourne; and it is questionable whether, on account of the shorter distance of carriage, the position would be materially altered by the construction of the proposed line from Jerilderie and its ultimate extension to Deniliquin. At the same time the local farmers claim that an opportunity should be afforded them of taking advantage of either the Sydney or Melbourne market.

With regard to wheat grown on the Soldiers' Settlement and in the Pine Hills district, and between Deniliquin and Tocumwal, there is a difference of opinion at Deniliquin as to whether the necessity for, and cost of re-trucking, owing to the break of gauge at Deniliquin, would or would not result in its conveyance to Sydney.

An argument used at Deniliquin in favour of construction with either Finley or Jerilderie is that the railway will be greatly used in periods of drought, of which it is stated two occur every decade. In 1914, during a dry season in Victoria, when large numbers of stock perished, seed wheat and fodder had to be conveyed to the district from New South Wales *via* Albury at great expense and loss of time. Droughty conditions are stated to frequently prevail west of Deniliquin at times when grass towards Jerilderie and Narrandera is plentiful; and under such circumstances railway connection would mean extensive conveyance of produce from districts between Jerilderie and the north, and a large saving of stock in the drought-stricken region.



## CONCLUSION.

8. The Committee have considered this proposal in conjunction with one for the construction of a line from Jerilderie (25 miles) towards Deniliquin, both of which pass through country of excellent quality for wheat growth. The area embraced by the two proposals extends from the Billabong Creek on the north to Tuppal Creek on the south; and the evidence, which is supported by the Committee's inspection of the country, shows that north of the route from Jerilderie towards Deniliquin there is a large area suitable for agriculture as well as grazing. To the south, however, there is an almost unbroken stretch of wheat land extending practically to the limits of the area which would be served by the proposed line from Finley to Deniliquin, and many of the settlers upon which find difficulty in reaching a market owing to distance from railway communication.

A line direct from Jerilderie to or towards Deniliquin as proposed would run practically in close proximity to the northern border of the good country above described, whereas a deviation to the south would enable it to pass through the centre of it and serve as much of the Soldiers' Settlement area as would a direct line from Finley to Deniliquin, and give at the same time a shorter route than would the latter to the Sydney market.

In these circumstances the Committee have arrived at the conclusion that the proposed line from Jerilderie towards Deniliquin should be constructed with the deviation referred to; and they have negatived the construction of a line from Finley to Deniliquin.

## RESOLUTION PASSED.

9. The resolution passed by the Committee is shown in the following extract from the Minutes of Proceedings:—

Mr. Doe moved,—“That, in the opinion of the Committee, it is not expedient the proposed railway from Finley to Deniliquin, as referred to them by the Legislative Assembly, be constructed.”

Mr. Mahony seconded the motion, which was passed on the following division:—

Ayes, 4.  
Mr. Dick,  
Mr. Doe,  
Mr. Mahony,  
Mr. Travers.

Noes, 2.  
Mr. Cameron,  
Mr. Drummond.

W. T. DICK,  
Chairman.

Office of the Parliamentary Standing Committee on Public Works,  
Sydney, 10th January, 1924.



# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## MINUTES OF EVIDENCE.

### RAILWAY FROM FINLEY TO DENILIKUIN.

TUESDAY, 16 JANUARY, 1923.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to consider the expediency of constructing a line of Railway from Finley to Deniliquin.

Thomas Bryce Cooper, Under-Secretary, Department of Public Works, sworn and examined:—

1. *Chairman.*] Have you prepared a statement with respect to the proposed railway?—Yes; it is as follows:—

#### PROPOSED RAILWAY FROM FINLEY TO DENILIKUIN.

Estimated cost, £180,900, or £5,000 per mile, exclusive of land and compensation.

Length, 36 miles 14 chains; ruling grade, 1 in 110; sharpest curve, 20 chains radius.

On 22nd November, 1922, the Secretary for Works and Minister for Railways moved in the Legislative Assembly, "That it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon the expediency of constructing a line of railway from Finley to Deniliquin." Question resolved in the affirmative.

When moving the resolution the Minister said that the object of submitting the proposal for a line from Finley to Deniliquin, in addition to the proposal for an extension from Jerilderie of 25 miles towards Deniliquin, was that the two schemes (both of which will serve the Tuppal Soldiers' Settlement) might be considered side by side, and that recommended dealt with subsequently without involving reference, as would be the case if the line from Jerilderie towards Deniliquin alone were submitted and a recommendation made by the Committee in favour of the other route.

Following is the official description of the line:—

"This proposed railway commences at 463 miles 6 chains from Sydney at the northern end of Finley Station site and proceeds north-westerly for about 12 miles through the closer settlement which it traverses in a westerly direction, and passes 9 miles northerly from the village of Tuppal, and continuing westerly reaches north Deniliquin, curves south-westerly, and passes between Robinson and Bowring streets and across Augustus, Charles, Fitzroy, Albert, and Victoria streets in that town, and the same direction takes it across Coonambidgal Creek, and a short distance further on across Edward River and to south Deniliquin, where the line passes between and parallel to Napier and Harding streets and across Charlotte, George, Cressy, and End streets, and it terminates at 499 miles 20 chains from Sydney in the Deniliquin Station yard. A junction with the Deniliquin to Moama railway is not made owing to the difference in the gauges of the lines. The works are light. The only important waterway crossed is Edward River."

The Railway Commissioners' Statutory Report is dated 22nd November, 1922, and is as follows:—

#### PROPOSED RAILWAY FROM FINLEY TO DENILIKUIN.

In accordance with the request of the Hon. the Minister for Railways, and in pursuance of the provisions of the Public Works Act, 1912, the Commissioners beg to state that the abovementioned proposal has had consideration in association with the report furnished by them on the 10th instant

on the proposal to construct a length of line for a distance of 25 miles from Jerilderie towards Deniliquin, in which it was stated that they do not favour the construction of a line from Finley, as the area of country concerned could be more effectively served by a connection with Jerilderie, for the distance stated.

Dealing separately with the proposal from Finley to Deniliquin, it may be stated that the length of construction would be 36 miles 14 chains, the estimated cost being £180,900, with a ruling grade of 1 in 110, and the sharpest curve 20 chains radius.

In regard to the financial aspect of the two proposals, the Commissioners are of opinion that although the line from Jerilderie for a length of 25 miles, plus 22 miles to make a through connection with Deniliquin (if it be decided to give Deniliquin railway communication) would be 11 miles longer than the line now suggested from Finley to Deniliquin, the financial aspect would not be adversely affected by the increased distance, and they hold the view that the proper connection to serve the New South Wales system, apart from local considerations, is with Jerilderie.

The Common Seal of the Railway Commissioners for New South Wales was hereunto affixed this 22nd day of November, nineteen hundred and twenty-two, in the presence of—

(Seal)

JAMES FRASER.  
J. H. CANN.

W. JNO. MORRIS, Secretary.

The question of a railway from Finley to Deniliquin was under consideration by the Public Works Committee in 1914-16 as an alternative to a proposed railway from Jerilderie to Deniliquin. The conclusion arrived at by the Committee on that occasion was that further consideration of the proposed railway from Jerilderie to Deniliquin should be postponed until the policy of the Government in regard to the purchase of the Moama-Deniliquin private line had been determined, and a decision arrived at regarding the recommendations of the Royal Commission on Border Railways for the construction, *inter alia*, of a line from Moama to Moulamein (*vide* Committee's report of 20th December, 1916).

It may here be stated that both of the conditions mentioned have been met by the passing of the Border Railways Act of 1922. This Act, which comes into force on 1st January, 1923, ratifies and approves of an agreement made between the New South Wales and Victorian Governments, under which Victoria is authorised to construct a railway on the 5 feet 3 inches gauge from Moama, or any point on the Deniliquin-Moama Company's railway between Moama and a point 1 mile north of Mathoura Railway Station to Moulamein and Balranald, and to secure the running rights over, or to purchase the said Deniliquin-Moama Railway.



Witnesses—T. B. Cooper, 16 January, and W. Hutchinson, 5 June, 1923.

After submission of the Committee's report on the Jerilderie-Deniliquin proposal in December, 1916, the matter of railway communication with Deniliquin appears to have been allowed to rest for some time, but in April, 1919, the then Minister (Mr. Ball), when visiting the district, was strongly urged by a deputation from the Finley branch of the Farmers and Settlers' Association to construct a railway from Finley to Tuppall Soldiers' Settlement, a distance of about 14 miles. Such a line, it was pointed out, would not only serve the Soldiers' Settlement Area, but would also benefit a large percentage of the more remote settlers who now had to cart their wheat to Finley, in some cases a distance of 24 miles.

Mr. Ball, in his reply, said he was aware the country served by the proposed line was one of the best wheat-growing belts in the State, and the question of railway communication was therefore a very important one. He thought that if the work were regarded as part of the line to Deniliquin it would have a better chance of success than it would have as a short spur line only. He would obtain a report from the Railway Commissioners, with a view to referring the matter to the Public Works Committee when that body was re-constituted.

Subsequently, by direction of the Minister, the Railway Commissioners were asked to furnish a Statutory Report on the proposed railway from Finley *via* the Soldiers' Settlement Area to Deniliquin and on the alternative route from Jerilderie.

Further representations were made from time to time by the Finley and District Railway League (Mr. P. Druitt, secretary) and the Tuppall Soldiers' Settlement Progress Association (Mr. J. McGrady, hon. secretary) as to the necessity for a railway to the Soldiers' Settlement.

On 11th May, 1921, a deputation, including Messrs. R. T. Ball and M. Kilpatrick, Ms.L.A., G. Evans, Murray Wyse, and others, waited upon the Minister (Mr. Estell) at Deniliquin to urge the construction of a railway from Finley to Deniliquin.

Alderman G. Evans, referring to the Soldiers' Settlement at Tuppall, said that the soldiers had only scraped at the area, but yet 17,000 bags of wheat had been despatched that year. He knew that later 100,000 bags would be taken from it. At present the soldiers had to cart their produce 20 miles to the railway. There was splendid land between Tuppall and Deniliquin, and he impressed on the Minister the necessity of constructing the line right through to Deniliquin. With regard to the Deniliquin-Moama private railway, while the local people were glad to have that line they considered the rates charged by the company were ridiculously high. For instance, it cost 4s. 6d. to bring a motor-cycle from Melbourne to Echuca (146 miles) and 6s. 6d. from Echuca to Deniliquin (45 miles).

Mr. J. Carew, president of the P. and H. Society, said that he would like to see the railway from Finley brought to Deniliquin, but if it could not go to Deniliquin it should without question go to the Soldiers' Settlement.

The Minister, in reply, said that he proposed to put the construction of the line from Finley to Deniliquin and from Finley to the Soldiers' Settlement before the Public Works Committee, and if the longer proposal were rejected he felt sure that would not be the case with the Soldiers' Settlement line. As far as the Soldiers' Settlement was concerned the construction of the line would only be carrying out a distinct promise made when the land was cut up. He would obtain a statutory report from the Railway Commissioners and would put the matter before the Committee as soon as Parliament met.

Similar replies were given by the Minister to deputations on the same day from the Finley Railway League (Mr. Howe, President), at Finley, and the Soldiers' Settlement League at Green Reserve.

With regard to the statement that the construction of a railway was promised when the Soldiers' Settlement Area was being subdivided, this Department's papers have been examined and inquiries have been made at the Lands Department, but in neither case can any record be traced of such a promise having been made.

On 22nd August, 1922, a deputation from various local branches of the Farmers and Settlers' Association, accompanied by Messrs. M. Kilpatrick and W. J. O'Brien, Ms.L.A., waited on the Minister (Mr. Ball) to urge the construction of a railway from Jerilderie or Finley *via* the Tuppall Soldiers' Settlement area to Deniliquin.

Mr. G. Evans (Deniliquin Farmers and Settlers' Association) said that apart from the Soldiers' Settlement there were some fifty or sixty settlers on the Tuppall Settlement Area, some of whom had to cart their wheat from 15 to 22 miles to Finley. There was a difference of opinion as to the route, but he thought it mattered little, so long as the line went through the centre of a great wheat-growing part to Deniliquin.

Mr. H. Hughes (Finley-Tuppall Closer Settlement Farmers and Settlers' Association) said he had been on the Tuppall Settlement since 1911. So far as his association was concerned, they would be quite satisfied for the line to branch off anywhere between Jerilderie and Berrigan, where it would serve the greatest number of people with the least expenditure. Of the areas that could be resumed for closer settlement purposes, there were Langley Park, of 5,000 acres, Correy Park, of 5,000 acres, and other areas of 2,000 (Alexander's), 35,000 acres, and 6,000 acres, also a public watering place of 3,000 acres that might be of benefit for a siding.

Mr. L. W. Moore (Pine Hills Farmers and Settlers' Association) said that in the Pine Hills last year there were 30,000 bags of wheat which had to be carted 20 miles. His farm was 20 miles from Finley, and it cost him 1s. 5d. per bag for cartage.

Mr. A. Sleeman (Jerilderie Farmers and Settlers' Association), while wishing to see the Soldiers' Settlement Area connected with the railway, pointed out that if the line went from Jerilderie it would serve some 80,000 acres at the back which would not be touched by the Finley connection. He thought the line should commence at Jerilderie, run about 4 miles and take off from Wunamurra in a south-west direction on to the Soldiers' Settlement, and thence to Deniliquin.

The Minister, in reply, said that the matter would have to be submitted to the Public Works Committee, and he would see if he could submit it in such a way that evidence could be taken on both routes to enable a recommendation to be made either for a line to the Soldiers' Settlement or right on to Deniliquin.

Upon receipt of the Railway Commissioners' Statutory Report, as set out above, and in view of the recommendation therein, the Minister decided to refer the proposal to the Committee for a railway from Jerilderie towards Deniliquin—a length of 25 miles—and at the same time also to submit the proposal for a line from Finley to Deniliquin, so that the two schemes (both of which will serve the Tuppall Soldiers' Settlement Area) could be considered side by side and that recommended dealt with subsequently without involving re-reference, as would be the case if the Jerilderie towards Deniliquin proposal were alone submitted and a recommendation made in favour of the other route.

TUESDAY, 5 JUNE, 1923.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.

BRIAN JAMES DOE, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Finley to Deniliquin.

William Hutchinson, Chief Engineer for Railway and Tramway Construction, Department of Railways, sworn, and examined:—

2. *Chairman.*] You have some particulars to place before the Committee?—Yes, the length of the proposed lines,

36 miles 14 chains, with a ruling grade of 1 in 110, and the sharpest curve is of 20 chains radius. There has been no survey of the line. It is all flat country. I based the estimate of £5,000 a mile on what it cost for the line from Griffith to Hillston. I have no details to give the Committee.



Witnesses—J. E. H. Kennedy, 5 June, and A. L. Tongs, 30 July, 1923.

John Edmond Harold Kennedy, Chief Draftsman,  
Department of Lands, sworn, and examined :—  
3. *Chairman.*] You have a statement to place before the  
Committee?—Yes, it is as follows :—

PROPOSED RAILWAY—FINLEY TO DENILIKUIN.		acres. (about)
Alienated lands (tinted blue)— Including conditional purchases, conditional leases, conditional purchase leases, settled ent purchases, homestead selections, and homestead farms .....		497,500
Reserved lands, about 14,900 acres *About 6,900 acres not held under any tenure (tinted green) .....		6,900
"    8,400    "    held under lease and license (edged green). "    14,900    "		
Leased lands (hatched blue)— Special leases (including about 1,800 acres reserves) .....	(about) 2,200 acres	2,300
Crown " .....	100 "	
	2,300 "	
Crown lands (tinted brown)— Held under occupation license (including about 6,200 acres reserves) .....	6,200 "	7,900
Untenanted .....	1,700 "	
(About 8,000 acres reserves) ..	7,900 "	
Total area about .....		515,400

\*It is probable that part of these reserved lands may be held under annual  
leases, particulars of which are not available at Head Office.

J. E. H. KENNEDY,  
Chief Draftsman.  
Department of Lands,  
Sydney, 5th June, 1923.

Limits of Affected Area.

The limits of the area which would be influenced by the  
construction of the proposed railway, Finley to Deniliquin,  
are shown on map produced by a firm red band, and, in  
accordance with instructions received, have been restricted  
to 12 miles from each side of the proposed line.  
Owing to the existing railways, Narrandera to Tocumwal  
and Deniliquin to Moama, the limits referred to on the  
western, north-eastern, and south-eastern sides of the affected  
area are indicated on map about midway between the exist-  
ing railways mentioned and the one proposed.  
The 12-miles zone is shown on the northern and southern  
sides of the proposed line. Extension beyond the other  
limits indicated to cover that zone on each end of the pro-  
posed railway would include lands within the sphere of the  
existing railways above mentioned.  
In connection with the lands within the limits shown the  
following particulars are afforded :—

Untenanted Crown Lands.

The only lands which, for the purpose of this report, have  
been considered as untenanted Crown lands are three farms  
with a total area of about 1,700 acres within Tuppall (21)

soldiers' group purchase area. These farms have been pro-  
visionally allotted, but owing to the purchasers having not  
signed the relative securities yet they have not been con-  
firmed.  
Country—Generally level; low-lying in parts.  
Soil—Generally red loam: red and grey clay in parts.  
Timber—Pine, oak, box, and needlewood, partly ring-  
barked.

Forest Reserves.

There are three forest reserves, dedicated as State forests,  
only partly within the limits of the affected area, the aggre-  
gate acreage of which is about 1,200 acres.  
Country—Generally flat to level; low-lying in parts.  
Soil—Grey, loamy, and alluvial; grey clay and red sandy  
soil in parts.  
Timber—Gum, box, and pine generally of fair value.  
There are no inconvertible leases within the affected area's  
limits.

Closer Settlement Purchase Areas.

It will be observed that the area affected by the proposal  
under consideration contains a soldiers' group purchase area,  
Tuppall (21) and part of Tuppall (18) closer settlement pur-  
chase area, within its limits, as shown by firm white bands  
on map. Their combined area within said limits amounts to  
about 57,000 acres. They were acquired by the Government  
under the provisions of the Closer Settlement Acts: the in-  
formation in connection therewith is detailed in the follow-  
ing schedule :—

Settlement Purchase Area.	Acreage.	Date of Acquisition.	No. of Farms.	Disposal average price per ac. c.	Disposal average price per Farm
Tuppall, "18" .....	Large part within.	26 November, 1910.	73 within, 7 partly within	£4 14s. 6d. (about)	£2,004 0s. 6d. (about)
Tuppall, "21" (Soldiers' Group Purchase Area)	23,422 acs.	29 June, 1917	40.	£4 5s. (about)	£7,415 8s. (about)

All the farms in the above settlement and soldiers' group  
purchase areas were applied for and allotted by the Minister,  
excepting three farms in the latter area, which, as pre-  
viously stated, owing to the relative securities having not  
been signed by the purchasers, they have been only provi-  
sionally allotted and not yet confirmed.  
It is pointed out that within the affected area, in addition  
to the 1,700 acres considered as Crown lands mentioned  
above, there are about 6,900 acres of reserved lands not held  
under any tenure other than annual tenure, and about 6,200  
acres of other Crown lands held under occupation license,  
making a grand total of about 14,800 acres of unalienated  
Crown lands.

Rainfall.

The average annual rainfall on the whole of the affected  
area is about 16 inches.

MONDAY, 30 JULY, 1923.

[The Committee met at Albion Hotel, Finley.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

FRANCIS MICHAEL BURKE, Esq.

BRIAN JAMES DOE, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from  
Finley to Deniliquin.

Allan Lorenzo Tongs, farmer, Finley, sworn, and  
examined :—

1. *Chairman.*] What area do you hold?—1,150 acres.  
My property adjoins the soldiers' settlement. I have  
been grazing on my land, but last year I had 200 acres  
under crop. This year I have just under 500 acres in.  
5. Where do you propose to dispose of your crop?—At  
Finley for ultimate consignment to Sydney.  
6. What effect would a railway from Finley to Denili-  
quin have on your property and adjoining properties?—  
There would be an increase in production. The soldier  
settlers are doing well generally, but they are too far away  
to cart wheat to Finley. If they have to cart their wheat  
they cannot attend to their fallow land.

7. What does it cost to cart wheat from your district to  
Finley?—1s. 7d. a bag.  
8. Are the settlers around you handicapped by distance  
from the railway and high cost of cartage?—Yes. It is  
a big handicap to wheat-growing. Many of the settlers  
cannot afford to pay 1s. 7d. a bag for carting. It means  
£70 or so out of their returns. Many of those settlers are  
returned soldiers.  
9. What proportion of the country between Finley and  
Deniliquin, 10 miles on each side of the proposed line,  
is suitable for agriculture?—Apart from a little cold plain  
country here and there pretty well the whole of it is suit-  
able for wheat.



Witness—A. L. Tongs, 30 July, 1923.

10. How much cultivation is now being carried on 10 miles out towards Deniliquin?—Practically all that land is under cultivation.

11. What size are the holdings out there?—From 520 to 540 acres. It is supposed to be a living area, but I would not call it enough.

12. What proportion of the land is under agriculture along the proposed railway further than 10 miles from Finley?—Agriculture is increasing out there. Quite half as much again could be put under crop.

13. What proportion of the soldiers' settlement area is beyond a 12 miles radius of Finley?—The nearest soldier settlement block is just 10 miles out. Five blocks are within the first 12 miles.

14. Would a line towards Deniliquin 25 miles out benefit the soldiers' settlement?—Not so well as a line running right through to Deniliquin.

15. It has been suggested that if a railway were constructed from Wunnamurra siding, bearing a little south towards the soldiers' settlement, and in the direction of Deniliquin for 25 miles, agricultural requirements would be met?—I do not think so.

16. What proportion of the soldiers' settlement area would be within 10 miles of the proposed line from Wunnamurra towards Deniliquin?—It would pass a long way from it. A railway further south would be a much better one.

17. Would a line from Finley to Deniliquin leave any agricultural land to the north beyond the 12 miles radius?—There may be isolated patches.

18. Would it be an advantage to you to have the choice of the northern and Sydney markets?—Yes. Generally stock and wool go to Melbourne and wheat to Sydney.

19. Which market, year in and year out, is your best?—Sydney for chaff, oats, or wheat.

20. Would they form the bulk of the produce in the area to be served by a line from Finley towards Deniliquin?—Yes.

21. What is the average yield per acre in this district in a normal season?—6½ bags around here.

22. What is the average yield over a period of ten years?—6½ to 7 bags. Even last year, in the drought, 10 bags to the acre were obtained.

23. *Mr. Drummond.* The map shows a number of creeks south of the proposed line towards Tuppall Creek; is that heavy land?—Yes, there are about 5,000 acres of half-submerged country there. But there is a lot of very good country in there. From South Tuppall homestead the country is occasionally flooded.

24. Is it not usual that in watercourse country the land is heavier?—Yes, but you have to go a good distance south of the proposed line before you strike any spewey country. On Tuppall Creek homestead, of about 5,000 acres, 3,000 acres is good land.

25. Is practically the whole of the country between Finley and Deniliquin along the proposed line suitable for agriculture?—Yes.

26. What is it like on the north side?—It is all good for 10 miles on each side of the proposed line until you come within a few miles of Deniliquin. The red plain country is good for wheat-growing so long as it is not cold, spewey land.

27. How far out is the furthest soldier settlement?—23 miles from Finley and 20 miles from Deniliquin.

28. Do you send much produce to the Melbourne market?—Not much this year. A good deal of wheat goes to Tocumwal, where the mill takes 60,000 bags a year. I suppose that wheat finds its way to Melbourne as flour.

29. Is it more advantageous to send wheat to Sydney?—Freight to Sydney has been reduced, and compares favourably with freight to Melbourne. Trucking from Finley to Sydney costs £12 10s., and from Finley to Melbourne £6 10s. for cattle.

30. Instead of detrucking your stock at the border, would not you prefer to drove them to Tocumwal and load them there into Victorian trucks?—Yes, provided there were fodder on the track. I do not think anyone would drove stock from the soldiers' settlement to Tocumwal if there were a truck on this side to put them in. Farmers at the Finley end have the choice of the Victorian or New South Wales market.

31. What is a fair distance to haul wheat in this district?—Not over 10 miles.

32. Would the suggested line from Wunnamurra towards Deniliquin bring the average soldier settler within 10 miles of it?—It would be better for them than things are at present, but I think the line could be run more centrally. I believe a line from Finley would be a better one. The soldier settlers have a big burden to carry, although they are on good land.

33. If the railway went from near Jerilderie and served the soldiers' settlement, why should the line go to Finley?—There are several reasons. The border railways agreement may some day operate differently. Freights may be altered. In the near future Sydney may not be our best market.

34. Does the Tocumwal mill absorb much wheat?—Yes. Last year it took all the wheat grown between here and Tocumwal.

35. *Mr. Doc.* Was there a considerable movement of starving stock to this district in 1919?—Yes.

36. In normal seasons which way is the trend of stock traffic in this part of the State?—Chiefly south to Melbourne. I do not know that there is much between here and Deniliquin.

37. Were the silos here in use last year?—There was wheat in them. None has been taken out yet.

38. From the standpoint of the soldiers' settlement area would not a line from Wunnamurra, running south towards Deniliquin, serve the soldier settlement area as well as a railway from Finley towards Deniliquin?—I presume it would.

39. You would have the advantage of a shorter route to Sydney?—Yes.

40. Do the farmers around here use a considerable quantity of artificial manure?—Yes; it comes from Melbourne.

41. Is any obtained from Port Kembla?—I do not think so. We use superphosphates.

42. *Mr. Travers.* Is much wheat grown west of your property in the direction of Deniliquin?—Well, last year was their first there.

43. Where is the nearest local market for that district?—I suppose Deniliquin.

44. If a railway were built from Finley towards Deniliquin do you consider that the whole of the wheat grown between Finley and Deniliquin would come to Finley?—Yes, I think it would.

45. How many blocks are there in the soldiers' settlement area?—Thirty-six. Their size is from 522 to 899 acres. They average about 640 acres.

46. What are the areas in the settlement purchase area?—They average about 530 acres.

47. Do those areas provide a living area?—I do not think so. The larger blocks may include a little plain country. Those men were given approximately £2,500 worth of land. A man requires out there 1,000 acres on which to make a good living.

48. Where do your inward goods come from?—Melbourne.

49. Do you get much from Sydney?—No.

50. Would that be changed if a railway were constructed from Finley towards Deniliquin?—No.

51. What is the carrying capacity of the land in this district?—One sheep to the acre.

52. Will you go in more extensively for wheat-growing if you do not get the railway?—No, I do not think so. I have expected the railway. Otherwise I do not know that I should have broken up my country.



Keith Harold Druitt, farmer, Tuppal Soldier Settlement Area, sworn, and examined:

53. *Mr. Travers.*] What is the size of your block?—522 acres. I have prepared the following information regarding area under crop, yield, and cost of cartage in the settlement:—

	Acres.	yield,	Bags.	Settlers.	Cartage.	Per Bag.
1920-21	1,824	12,744	13	881	15 3	average, 4.25
1921-22	4,399	26,839	20	1,798	15 0	4.08
1922-23	5,815	12,204	22	843	10 6	4.59
1923-24	7,040	under crop	27	...	...	...
...	3,650	being fallowed	27	...	...	...

Because the roads in this district are so bad owing to the wet, we have been unable to obtain figures from all the farmers. Our average distance is 17 or 18 miles from Finley.

54. Would a railway from Jerilderie, 25 miles out towards Deniliquin, swung further south than the proposed line, benefit you?—It would benefit us, but we should be benefited more if the line went from Finley.

55. Would the proposed line from Finley towards Deniliquin pass through the soldiers' settlement area?—Following the main Deniliquin-road it would run along the southern boundary of the settlement. If it were run 3 miles north it would go through the heart of the settlement.

56. Where does most of the wheat grown in the soldiers' settlement area go to?—Finley. Much of it has gone to the flour-mill at Tocumwal. The construction of the proposed railway would mean a big saving to us in the transport of our produce.

57. Do you do your own carting?—Some farmers do it themselves and some employ teams. A farmer with a big yield must employ teams because of the big risk there is in leaving wheat in the paddocks.

58. Is your block a fair average size one?—Yes.

59. What is the largest block in the soldiers' settlement area?—Nearly 900 acres. The smallest is 506 acres.

60. What is the reason for the difference in size?—It seems to be owing to the way in which they were surveyed.

61. How much land had you under wheat last year?—330 acres, and some under fallow.

62. Is it good agricultural land?—Yes.

63. What is the opinion of the settlers, supposing the railway is not constructed?—They will not be able to go in more extensively for wheat. I shall not be able to put in any more.

64. Would you continue with 300 acres under wheat?—250 would be the most I could put under. I must put some land under fallow.

65. Would you do that without the railway?—I do not know whether I shall be there to do it in that event. The cost of cartage is so expensive.

66. Does the success of the settlement depend upon railway communication?—Undoubtedly. Farmers out there have developed their blocks as much as they can. Now we are looking to the railway to get us out of a hole.

67. What are the conditions attaching to the purchase of a farm?—We have three years free residence. This coming October our rent starts. We had the benefit of the £625 loan from the Government, which has to be paid back with interest. We have been paying that for the last two years. The rent on the farms amounts to about £160 or £170 a year.

68. What was the purchase price per acre?—My own block £5 5s.

69. When you took up the land, was a promise made that railway connection would be given the settlement?—I was not back when the settlement was thrown open, but I understood when I went out there that there was a promise that we should get the railway.

70. I presume you did not take up the land on any definite promise of that nature?—I wanted the land and I took it, but I understood that we should get the line. I did not take it with the object of speculating with it.

71. Are the whole of the blocks taken up?—Yes.

72. Have there been any changes since the commencement of the settlement?—Yes, four or five, and two men have died. Those blocks have been transferred to others. One man, because of ill-health, has been unable to carry on. Another man who wished to go to another part transferred his block to another.

73. I suppose you expect to get better returns in the future?—Yes. We have struck some very bad years. The first year was a drought year. Last year the average crop was about three bags.

74. Is your farm large enough, even with railway communication, to ensure you a decent living?—It would be a living, but that is all. We look on it as a start.

75. That is to say, you could do better on a larger area later on?—Yes.

76. Do you favour the construction of a railway from Finley to Deniliquin as being the best line to serve the soldier settlement area?—Yes.

77. Are all the farmers in your district growing wheat?—Yes.

78. You mentioned rent on your farm, £160 to £170 a year. Does that include interest?—In all our dealings with the returned soldier settlement branch it has never been made very clear to us what exactly we have to do. They do not enlighten us too much.

79. What is the capital value of your land?—From £2,500 to £3,000.

80. Have you not thirty-two years in which to pay it off?—Yes.

81. Is it not clear that under the repayment arrangement the payments have been apportioned so that you pay off principal and interest each year?—Yes.

82. Are not your prospects reasonably good?—Yes.

83. I take it your opinion is that if a railway were constructed within close proximity to the settlement your position would be assured?—Yes.

84. Did the wheat grown in your district last year go into the silos?—It was brought in in bags. Some farmers sold it to the Farmers and Settlers' Association.

85. Was there competition by the purchasers for the wheat, or was it one price wherever you went?—There was a difference. One farmer informed me that he got a half-penny a bushel more for his wheat than he could get by putting it into the silo.

86. *Mr. Drummond.*] Where is your main output for produce?—Wheat is the only produce that goes to Sydney. It is out of the question to send chaff to Sydney.

87. Where do your supplies come from?—Melbourne. There would be a greater traffic if the line went from Finley.

88. Would not farmers within 10 miles radius of Finley draw their wheat here to the silos?—It depends on whether bulk-handling becomes general. Further than 10 miles it would not pay to cart in bags.

89. Is there a regular passenger car service between Finley and Deniliquin?—Yes.

90. If a railway were built from Jerilderie, south to Deniliquin, would passengers use the train, or would they still go by car?—They would go by train in winter. Most of the traffic is up the line.

Arthur Henry Mills, farmer, Tuppal soldiers' settlement area, sworn, and examined:—

91. *Mr. Doc.*] What is the size of your holding?—556 acres. Last year I had 145 acres under wheat. This year I have 316. I have about 80 acres fallowed, but have not yet finished fallowing. I was one of the first settlers in the area, and have been there five years. I have been asked by the returned soldier settlers to represent them before the Committee in support of the construction of a railway from Finley towards Deniliquin. If we are going to make a success of farming we want direct rail communication with Finley, which is our business town. A line from Jerilderie would not benefit us so much as the Finley-Deniliquin proposal. If we had to



Witnesses—A. H. Mills, E. G. Robb, and W. J. Braybon, 30 July, 1923.

get our goods and rations from Finley via Jerilderie and send produce back that way there are not many who would not go into Finley just the same as they do now. Our machinery comes through Finley from Melbourne. Much of our wheat is bought by the Tocumwal mill. The Tocumwal mill last year gave me 3d. per bushel more for my wheat than I could get from other buyers. The miller at Tocumwal has given us returned soldiers a pretty fair spin. If we sell in the open market we are dependent on buyers from Sydney or on other millers. The advantage we should gain by the Jerilderie connection would be counterbalanced by our being placed out of reach of the Tocumwal buyer. This is our fifth year on the settlement. We have paid nothing off the land, but we have had to pay interest on our £626 advance. My payments this year will run me into £185. I cannot see how I am going to make that money on the land unless I have a side line such as stock. No man can successfully carry on wheat-farming without a certain number of sheep, which are really part of his plant. I have just started with sheep, and am told that it takes four days to drive them to Tocumwal at a cost of £2 a day. If they go to Deniliquin it takes three days, and the cost is £1 per truck dearer from Deniliquin to Melbourne. The Sydney market is out of reach. There is a great deal of shunting on the Deniliquin line, by which stock are knocked about. I have farmed the same land for three or four years in succession. I must fallow that land. Of the 24,000 acres in the settlement about 8,000 are under crop. We shall want a big plant in order to fallow. If we cannot get a railway so that it will pay us to rear stock our farms will be too small for us.

92. Did you get 3d. a bushel more for your wheat because it was a particularly good sample?—That was partly the reason.

93. How does the Tuppal wheat compare with other wheats?—It depends a good deal on the seasons. It is a good wheat.

94. You have stated that you may have difficulty in finding £180 per annum for your rent; would you have the same difficulty if the railway were near you?—It would make it much easier for us.

95. Have you reached your limit as far as cultivation is concerned?—Most of the settlers believe they will put in about 200 acres annually. New ground will yield a fair crop for two or three years.

96. If the Deniliquin-Moama line were under Government control the cost of sending stock from Deniliquin to Melbourne would be considerably reduced?—I should think it would be.

97. Are the farmers on the Tuppal soldiers' settlement area likely to be successful?—The majority need a good season to put them level. They are behind. If they get another good season next year they will have a little to work on. If wheat does not keep up to its present price they will have a struggle. Several of the farmers are looking out to do a little on the share system.

98. *Chairman.*] Do you regard the choice of the Sydney and Melbourne markets as being of some advantage to you?—Yes, a great advantage. We are only 200 miles from Melbourne and over 500 from Sydney.

99. Considering the rates charged and the break of gauge, would a junction at Finley, offering you a nearer market to Melbourne, be a great advantage under present conditions?—Yes, as regards stock, which we could keep at a profit. Most of us are doubtful whether it pays to keep stock under present conditions. I have just started with sheep, and those in the sheep business tell me that it hardly pays to keep them. We have to keep them in small mobs.

100. Have you ever thought of co-operation and getting your sheep trucked away at once?—I do not think it is practicable. Sometimes we have made arrangements with the auctioneers to make up a truck, but it is very seldom that near neighbours want to truck at the same time.

101. *Mr. Drummond.*] Do you consider that the 298 miles you would have to go round would be a severe handicap?—The distance would not be so serious if it were in a straight line. The disadvantage is in turning back.

102. Would a line via Wunnamurra not be of advantage to you?—Only to an extent.

103. I take it that generally it would pay you better to trade with Melbourne than with Sydney?—Yes. Apart from wheat nothing goes to Sydney from the district.

104. Would not the better market in Sydney compensate you for the extra distance?—I do not think it would be any better than the Melbourne market. Practically all stock goes to the Melbourne market.

Ernest George Robb, farmer, Tuppal soldiers' settlement, sworn, and examined:—

105. *Mr. Drummond.*] Will you give the Committee your views on the proposed railway?—Yes. My place is over 20 miles from Finley. Hauling wheat that distance is out of the question. We must pay to have it carted, which cost me on the last occasion 1s. 6d. a bag. In a bad year similar to last year we have to haul it ourselves. On top of harvesting hauling is a big item. It takes two days to come in here and get back, and it knocks your horses about more than any other work on the farm. It leaves our teams in such a state that they are really unfit to go to work and prepare the ground for the next crop as soon as we should like to get to it. It is the feeling amongst the farmers in the settlement that the Finley connection is the best for us. It has been threshed out at several meetings there.

106. What area have you?—600 acres. Deniliquin is my nearest railway station.

107. If you had the railway within 10 miles of your place could you make a success of it?—Yes.

108. Have you had good results so far?—No. I have only been there eighteen months.

109. There is a suggestion that, instead of running the line direct from Finley, it should take off at Wunnamurra, running to Deniliquin and bearing across so as to touch the soldiers' settlement how do you regard that suggestion?—I do not regard it as being as good for the Tuppal settlement as would be a line from Finley to Deniliquin. Such a line would run along my southern boundary. The line you suggest would isolate the south-eastern corner of the settlement. Those settlers would not be nearer the railway than they are now. They would still have to haul wheat into Finley.

110. Do you agree that the main trade would still be with Melbourne?—All except wheat, which goes to Sydney, although the Tocumwal buyer has always been a good one for us. Our live-stock market is south. Our farm implements and manure come from Melbourne.

111. Would fat lambs be raised?—Yes; it is an essential part of wheat-farming.

112. Are they knocked about much in transit when sent north to Sydney?—Yes. Our yearly crops may not increase, but the area under cultivation is increasing rapidly, and will do so for at least another year. Probably not one settler has all his ground broken up yet. A certain area must be set aside for fallowing.

William John Braybon, farmer, Coree, sworn, and examined:—

113. *Chairman.*] How far out is your holding?—12 miles from Finley and about 2½ miles from the proposed line. I have 1,120 acres, and put 480 acres under crop each year. I also go in for grazing.

114. Where do you despatch your wheat?—Finley.

115. Do you find your agricultural operations handicapped by reason of the distance from the railway?—Yes. We often have to work until 11 o'clock at night loading up the waggons in order to get back next day.



Witnesses—W. J. Braybon, A. F. Uphill, and J. Armstrong, 30 July, 1923.

116. How long have you occupied your land?—Twelve years.

117. What is your general yield?—My best year was thirteen bags in 1916 or 1917. My worse year was about half a bag in 1914.

118. How many droughts have you experienced since you have been here?—About three.

119. Over a series of years, what is the average yield in the Coree country, excluding the drought years?—About six bags.

120. Do you agree that a line from Finley to Deniliquin would be of more advantage to the settlers in your district and in the Tuppall country than a line from Jerilderie, swinging somewhat south towards Deniliquin?—Yes. A connection with Deniliquin would give the farmers the benefit of the Bendigo and Ballarat markets.

121. Notwithstanding the break of gauge?—Yes.

122. Do much stock go from this district to Melbourne?—Yes.

123. Do you agree that the Melbourne market is better for stock than the Sydney market?—Yes, decidedly. The difference in freight is one thing.

124. Do you get better prices there than at Homebush?—Yes, as a rule.

125. Giving evidence at Jerilderie Mr. Sleeman said that if a line were constructed from Finley to Deniliquin 80,000 acres of agricultural land to the north would not be served?—I do not know where it is.

126. Within a 12-mile zone of a line from Finley to Deniliquin, are there any large holdings?—Yes, a number.

127. Is there room for much further subdivision within the 12-mile zone of the Finley-Deniliquin proposal?—Yes, on the north. We get practically all our goods, including manure, from Melbourne. The soldiers' settlement is very badly handicapped for want of a railway.

Albert Thomas Uphill, grazier, Pine Hills, sworn, and examined:—

128. *Mr. Travers.*] Have you a statement to read?—Yes, as follows:—

Pine Hills Estate is situated about 20 miles north-west from Finley. It has an area of 6,000 odd acres, and is owned by my father and myself. It is forty-seven years since my father settled at Pine Hills. I have lived there most of my life and know the whole of the country between Finley and Deniliquin, and surrounding districts. A stretch of country running north-west from Finley for about 25 miles by about 20 miles wide is very even, and is, in my opinion, equal to any other part of the Commonwealth for wheat-growing. I favour the route as proposed by the Finley Railway League. That is, to run north-west from Finley to the Myrtle Park south boundary, then due west to the centre of the Soldiers' Settlement. We grew wheat fairly extensively at Pine Hills until about ten years ago, when, owing to the increasing cost of production, and cartage, we began to reduce the area, until five years ago, when we gave wheat up altogether. As we gradually reduced the area under wheat we found that our income gradually increased. We find that we can do much better by breeding good sheep and growing wool. That is accounted for, to a great extent, by the heavy cost of cartage on wheat to our nearest railway (Finley, 20 miles). On the last wheat we grew we paid 5d. per bushel cartage to Finley, and I understand the cost of cartage has increased a good deal since then. For the past thirty-one years the average rainfall at Pine Hills is 15 inches 88 points. Although we have droughts and dry periods, I consider that with improved methods of farming, failures in wheat crops will be rare in this district. In the Comargo Shire the roads are becoming badly cut up with heavy and long-distance wheat-carting. If the proposed line is not built, it will be a costly and difficult matter to keep the roads in good order. It will mean that farmers will not only have to bear the heavy cost of long-distance carting, but they will have to pay a very heavy shire rate.

129. What area have you had under wheat?—About 1,000 acres is the most. One of the reasons why I gave up wheat-growing was because of the cost of cartage to the railway. I favour the construction of a line from Finley towards Deniliquin. The nearest point of my property to the line would be 2 or 3 miles.

130. How far would the nearest point of your land be from the proposed line from Jerilderie?—It would pass 3 or 4 miles north. It would serve our property, but I do not consider it would serve the whole of the country as well. The line would run too far north.

131. Does the better country, in your opinion, lie south of the proposed line from Jerilderie towards Deniliquin?—Yes.

132. What proportion of your 6,000 acres is suitable for agriculture?—The whole of it.

133. If a railway were built from Finley towards Deniliquin would you give up grazing and go in for wheat-growing?—I do not say that we should ourselves, but the country is suitable for it. We should divide it up and sell it.

134. How many farms could it be cut into?—About six of 1,000 acres each. That would be sufficient for mixed farming.

135. Where do you send your stock?—Principally Melbourne.

136. In 1915, when giving evidence before the Public Works Committee, you stated:

I consider that railway facilities are urgently required to develop this part of the State, and that a line from Deniliquin to Jerilderie, with a slight deviation to the south, would best suit the interests of this district and the State in general.

Now, you favour a line from Finley to Deniliquin?—We did support for many years a line from Jerilderie to Deniliquin, but that was before there was so much settlement here, and before the Tuppall Soldiers' Settlement was established. I have changed my mind.

137. In the event of the Deniliquin-Moama line being taken over by the Victorian Government and becoming part of the Victorian railway system, being subject to the same rates, would a good deal of wheat from that district be diverted to Victoria?—Practically all the wheat grown west of our property goes to Deniliquin. This side it comes this way.

138. What special advantage has a line from Finley to Deniliquin over one from Jerilderie, 25 miles out, and bearing south towards the closer settlement area?—The Finley line would run through the centre of the best country all the way.

139. At Jerilderie Mr. Sleeman suggested that a line taking off at Wunnamurra and running through the soldiers' settlement, about 20 miles out, would serve practically the whole of the good country to be served by a railway from Finley to Deniliquin, or all but about 5,000 acres?—Provided it ran far enough south it would.

John Armstrong, grazier, Woodbury, near Deniliquin, sworn, and examined:

140. *Mr. Doe.*] Where is your property situated?—It adjoins the western boundary of the soldiers' settlement. Myself and family hold 9,864 acres. It is divided amongst four. A line from Finley direct to Deniliquin would serve the best land. The Jerilderie line would serve too much pastoral land. The whole of the country from Finley west to Tuppall Creek is suitable for agriculture.

141. How far south is Tuppall Creek of the Finley-Deniliquin proposal?—10 or 12 miles. The whole of the land 10 miles north of a line from Finley to Deniliquin is pastoral.

142. How far does the blacksoil country extend south of Billabong Creek?—About 6 or 8 miles. Unless the soldier settlement area gets a railway it will not be a success.

143. Have you grown any wheat?—No.

144. What would you do with your land if the railway were built?—I would put some under cultivation or dispose of it. I could have let the whole of it this year on the half-share system, although I am 20 miles from Finley railway and 14 to 20 miles from Deniliquin, I had repeated applications.

145. Would you dispose of your land for wheat farms if the line were built?—Yes.



*Witnesses—J. Armstrong, J. H. Henderson, L. W. Moore, and W. Cowan, 30 July, 1923.*

146. Where would that wheat go?—It would come this way.

147. Is not the country towards Deniliquin beyond your holding not quite so good as it is towards Finley?—The timber land is good, but there is a proportion of plain country. The Finley-Deniliquin proposal takes in all the agricultural land, while the Jerilderie line does not.

148. Do you drove stock to Deniliquin?—Yes, because it is the one gauge there.

149. If the railway were constructed from Finley to Deniliquin, would you still drove stock to Deniliquin?—Yes, but we should have the choice of the Sydney and Melbourne markets.

150. How do the two markets compare?—There is not a great deal of difference. In some years you can get better prices in Sydney. I have known stock to be driven 45 miles on the other side of Deniliquin and trucked to Sydney. The reason why more stock are not sent to Sydney is because of the expense of driving a small number and trucking them. The small man cannot take advantage of the Sydney market under present conditions. If the Finley-Deniliquin proposal were carried out the greater portion of the land within its influence would be made available for closer settlement, which would result in a big revenue to the line.

John Hamilton Henderson, grazier, Warragoon, near Deniliquin, sworn, and examined:—

151. *Mr. Drummond.*] Have you resided long at Warragoon?—I came to this district about eleven years ago from northern Victoria, where I was farming and grazing on country similar to my present land. The country between Berrigan and Deniliquin is as good for farming as any that I know of. The Finley-Deniliquin route would about equally divide the good country on either side of the line. If anything the southern portion is better than the northern portion. There is good farming land practically to the Deniliquin municipal boundary. The railway is vital to the success of the soldiers' settlement at Tuppall. This particular stretch of country has a permanent underground water supply. Had it not been for that water supply we should have had to remove our stock in a drought, as the surface tanks then gave out. With the carrying out of the Murray River water conservation scheme there are possibilities for irrigation in portion of the district affected by the railway. The land between Berrigan and Deniliquin is as good for irrigation as any in northern Victoria. It is better than the Rodney, Dealin, or Bamawn country in Victoria. For stock, comparing overseas prices, the Sydney market is about as good as the Melbourne market, but freight between here and Sydney does not compare favourably with that to Melbourne. I feel it a handicap that I cannot trade with Sydney, which is the best wool-selling centre in Australia. With railway facilities the large landowner in this district would disappear.

152. Is 15 miles from the railway too far to carry on farming successfully?—Yes.

153. Does Tuppall Creek, as shown on the map, mark the boundary of the good country south of the proposed line?—Yes, for all purposes that is a good dividing line.

154. Is the country between Tuppall Creek and the river heavier?—It is more broken, with a lot of flooded land; although there is some very rich land there, too.

155. Where is the irrigable land to which you referred?—There is no question that the high land along the river is suitable for irrigation. It is better than the land between Finley and Deniliquin. That is high land adjacent to rivers and creeks.

156. Do you think that water carriage, when the Murray is locked, will compete with railway carriage, having in mind produce along the river banks?—No, I do not think so.

157. If a railway were built from Finley to Deniliquin instead of from Jerilderie to Deniliquin there would be

extra rail haulage on such goods as wire, &c.?—Yes, but it would open up a lot of good country, and some day the line may be extended east from Berrigan.

158. Is the Committee to assume that unless the Tuppall Soldiers' Settlement is given better railway facilities it is likely to crash?—No, I think they will make good; but they will have a harder row to hoe without rail facilities.

159. Would the Wunnamurra suggestion serve the soldiers' settlement area?—It would if it went far enough south. I believe the Finley-Deniliquin line would serve most interests.

160. *Mr. Travers.*] What is the size of your holding?—6,000 acres. My sons hold land alongside of my place, and we are grazing.

161. Have you grown wheat?—Yes, a share-farmer has between 400 and 500 acres in. The whole of my land, except 100 acres, is suitable for wheat.

162. If the railway were built, would you go in for wheat-growing?—Yes.

163. Where do you send your wool?—To Melbourne, from Deniliquin.

164. If the railway were constructed would you trade with Sydney?—Yes. If the railway were within a few miles of my place I would send wool to Sydney. I think the line should go a little north of the proposed route so as to equally divide the good country.

165. *Chairman.*] Supposing the line started from Wunnamurra and swung south, towards the soldiers' settlement, would it not equally divide the good farming country?—I do not think so.

Leslie Wellington Moore, farmer and grazier, Hartwood, sworn, and examined:—

166. *Chairman.*] Is your holding far out?—About 18 miles from Finley. We have 1,280 acres. 20,000 acres at Hartwood is divided into about eighteen holdings. The farmers are growing wheat. We estimate there are 4,000 or 5,000 acres under wheat; 30,000 bags of wheat have left the district. Were there facilities for sending to Sydney it would go there. There would also be a big traffic in wood, superphosphate, and fencing wire. It costs us 1s. 4d. to 1s. 5d. per bag to cart our wheat, which is out of the question when you have 2,000 bags. Much of the land adjoining Hartwood is as good as the Hartwood land. My land lies to the north of the soldiers' settlement.

167. How do you view the suggestion to take the line off at Wunnamurra, swinging it south to Pine Hills and west towards Deniliquin?—We favour the Finley line, as it would suit us better. The Finley-Deniliquin line better divides the country.

168. Is there as much mixed-farming land north of the Finley-Deniliquin proposal as there is south of Tuppall Creek?—In my opinion there is as much south of the proposed line from Finley to Deniliquin as there is north.

Walter Cowan, farmer and grazier, near Finley, sworn, and examined:—

169. *Mr. Travers.*] What area do you hold?—About 5,000 acres. I support the line from Finley to Deniliquin.

170. What are you doing with that land?—Farming and grazing. I have 600 acres under wheat. The year before last we got up to ten and eleven bags. We are following now. I intend to put in 600 or 700 acres next year.

171. What does it cost to cart wheat to Finley?—1s. a bag.

172. How much of your 5,000 acres is suitable for wheat?—All of it.

173. Is yours a specially good block?—No, it is a fair average block.

174. What is a living area in your district?—Between 800 and 1,000 acres.



*Witnesses*—W. Cowan, J. Howe, R. Pyle, W. E. Thomson, T. H. C. Druitt, and J. T. Close, 30 July, 1923.

175. Where does your wheat go?—Into the silos and to Sydney. I have between 3,000 and 4,000 sheep. In my opinion the line should go a little north of the route proposed, as it would divide the good country better.

176. Would you expect to get as good results from the land north of the proposed line as you would south, taking a similar area?—Country north is as good, but once you leave the settled country you get into the black country, 7 or 8 miles north of the road.

John Howe, farmer and grazier, Oakland Park, near Finley, sworn, and examined:—

177. *Mr. Doe.*] What area do you hold?—2,000 acres. The reason why I support the Finley-Deniliquin route is that it passes through the best land on both sides of the line.

178. If you lived on a 500-acre block on Tuppall would you prefer a line running along a road as shown on the map?—Yes, the line could well run along Macalister's road, swinging a little to the north, on to the Moonee Swamp road. That would prevent cutting up the small blocks, and would avoid compensation through the purchase of properties. Farmers on the settlement would then have to cart their wheat only 5 or 6 miles. Such a railway would provide better facilities for marketing wool and stock, as growers would have the choice of the Sydney and Melbourne markets. A fair amount of merchandise would be obtained from Melbourne, and there would be considerable passenger traffic. I am president of the local Railway League, and it was I who started the agitation for a railway to the soldiers' settlement, which badly needs one. Some day the line might well be linked up with Savanake or Oaklands, in which district there are coal deposits, which are said to be good. That land is suitable for wheat-growing. If we cannot get a line right through to Deniliquin let us have it to the soldiers' settlement.

Robert Pyle, farmer and grazier, near Finley, sworn, and examined:—

179. *Mr. Drummond.*] Have you a large holding?—I have a 500-acre block close to Finley and 1,920 acres about a mile and a half south of the soldiers' settlement. I support a railway from Finley to Deniliquin, or to a point between Finley and Deniliquin.

180. Is the country north of a line from Finley to Deniliquin not so good as that lying to the south?—Up to a certain point, say for about 8 miles, it is as good. The soldiers' settlement area is all good country. South of the Finley-Deniliquin proposal there is a lot of good wheat land which will eventually be opened up. There is good land for fully 8 miles south of my place.

181. What is your opinion of the suggestion to start the line at Wunnamurra?—It would be too far north.

182. Does the line from Jerilderie towards Deniliquin only influence the fringe of the good country?—I think so, and there is not much agricultural land north. You have to go further south for it. We want a railway specially to the soldiers' settlement.

William Edmund Thomson, farmer, Hartwood, sworn, and examined:—

183. *Chairman.*] How far out is your holding?—22 miles north-west of Finley. Hartwood was cut up about twelve years ago. Since then we have been growing wheat and carting it 18 to 25 miles. I favour a line from Finley running north-west along the Moonee Swamp road to split up the good agricultural land.

184. How far south of the Billabong does the agricultural country extend?—5 or 6 miles.

185. Would the line you suggest leave out any of the good country to the north?—Not to my knowledge. I am getting tired of growing wheat such a long distance from

the line. Share-farmers have gone away to places nearer the railway. The tendency is for the smaller men to sell out to their neighbours and get closer to the railway. It will be a good proposition to build the line and keep the settlers there, rather than allow the holdings to go back to sheep runs.

186. Are there any large holdings in your district?—Not in the Hartwood district.

187. What is the area of the holdings in the Hartwood subdivision?—From 1,000 to 1,500 acres.

Thomas Henry Cyril Druitt, auctioneer, Finley, sworn, and examined:—

188. *Mr. Travers.*] What have you to add to the evidence given to-day?—On five stations—Wunnamurra, Coree, Hartwood, Tuppall, and Mundiwa—the agricultural land has been sold. That land would be better served by the Finley-Deniliquin proposal than by a line from Wunnamurra.

189. How far north of a line from Finley to Deniliquin do you leave the good agricultural land?—12 to 15 miles. All that land would be served by a railway from Finley to Deniliquin.

190. Is the land south towards Tuppall Creek as good as that to the north?—For about 8 miles it is.

191. How far east of Deniliquin is wheat being grown?—Right from Deniliquin. The Echuca mill takes most of that.

192. Would that wheat come this way with the railway?—I think so, as prices are better this way.

193. Are much stock travelled between Finley and Deniliquin?—No, they go to Tocumwal. Large numbers of cattle have come this way for agistment.

John Thomas Close, coachbuilder, Finley, sworn, and examined:—

194. *Mr. Drummond.*] Will you give the Committee your views of the proposed railway?—I should say that the land 5 miles north and south of the Finley-Deniliquin route is of equal value, but further than 5 miles there would be a difference of £2 per acre in favour of the southern land. To the south it is practically all red country, while north the land becomes black and is not so good for wheat as for grazing. On the western side of the soldiers' settlement there is better agricultural land south than there is north.

195. Do you consider that the Finley to Deniliquin line is the best financial proposition?—Yes. Practically all stock from the district go to Melbourne, which is our natural market. For the last three years railway freights at Finley amount to over £10,000. My own comes to £100 per month, and 95 per cent. goes to Victoria.

196. What quantity of wheat has been despatched from this district?—In 1922, just over 200,000 bags, and in 1923 a little over 130,000 bags. With the exception of 60,000 bags it all went Sydney way. The remainder went to the mill at Tocumwal. Goulburn and Wagga took a lot.

197. As the principal production of the district is wheat, grown on small areas, does not that indicate that the best connection is that which will bring the wheat-grower close to his outlet?—It is not a business proposition to draw wheat 500 miles to market instead of 200 miles to a nearer market. Freight is 2d. a bushel dearer to Sydney.

198. Yet wheat goes that way?—Yes, because of the handling charge at Tocumwal, where the break of gauge is.

199. What back loading is there from Sydney?—Practically none, although I draw coal that way. A little fencing wire comes from Sydney, but you can get it cheaper from Melbourne if you want imported wire.

200. How long does it take a truck of goods to come from Sydney and from Melbourne?—The average time is



*Witnesses*—J. T. Close, 30 July, and C. A. Hodgson, 3 August, 1923.

three days, because of the break of gauge at Tocumwal. From 500 to 600 acres would be a good living area in this district. Deniliquin is badly off for wood, and the coal deposits to which I have referred would provide that country with coal in the future, if the railway were built.

201. Do you think the line should go right to Deniliquin?—It would give us the advantage of good markets at Ballarat and Bendigo.

202. *Chairman.*] Did the 200,000 bags of wheat you mentioned come from the west?—Yes.

FRIDAY, 3 AUGUST, 1923.

*Present:*—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.

BRIAN JAMES DOE, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Finley to Deniliquin.

Charles Austin Hodgson, Chief Traffic Manager, New South Wales Railways, sworn, and examined:—

203. *Chairman.*] Have you any statement to present to the Committee?—Yes, as follows:—

On 6th November last I reported to the Commissioners that the length of line from Finley to Deniliquin would be 36 miles 14 chains, estimated to cost £180,000, the ruling grade being 1 in 110 and the sharpest curve 20 chains radius.

A map was forwarded showing that within a distance of 10 miles of Finley 34,695 acres of land were purchased by the Government in the year 1910 for closer settlement purposes, and disposed of in eighty separate farms of an average value of £2,016 7s. 6d., and that in 1917 a further purchase was made by the Government of 23,434 acres, upon which forty returned soldiers were settled, the average value of the farms being £2,494 10s.

I did not favour the proposal to serve the area indicated by the construction of a line from Finley to Deniliquin as the proper connection of Deniliquin with the New South Wales railways should be made *via* Jerilderie, and as such connection would serve the area under review, I expressed the opinion that, if railway facilities were to be given, it should be done by constructing 25 miles of the proposed Jerilderie-Deniliquin line, which will form part of the through connection that will undoubtedly be wanted later on.

Basing the estimated cost at £5,000 per mile, the financial statement for a length of 25 miles would work out as follows:—

Estimated cost of construction .....	£125,000
Interest on above at 5½ per cent. ....	£6,875
Working expenses .....	5,600
	12,475
Estimated revenue .....	7,000
	—
Difference .....	£5,475

As previously stated, the estimated cost of a line from Finley to Deniliquin (36 miles 14 chains) was given as £180,000, but in regard to the financial aspect of the two proposals, my opinion was that, although the line from Jerilderie for a length of 25 miles, plus 22 miles to make a through connection with Deniliquin (if it be decided to give Deniliquin railway communication) would be 11 miles longer than the line proposed from Finley to Deniliquin, the results of working would not be adversely affected by the increased distance, having regard to the proper connection to serve the New South Wales system, apart from local considerations.

203½. When we were taking evidence in the country a suggestion was thrown out by a number of the witnesses that a better taking-off point for the Jerilderie connection would be Wunnamurra. It was suggested that a line from that point swinging out somewhat would more equally divide the mixed-farming country than a direct line from Jerilderie in the direction of Deniliquin?—There is not a great deal in that suggestion because Wunnamurra is fairly close to Jerilderie. It would probably be found better to take off at Jerilderie and sweep round so as to carry out what the local people want. If the take-off were at Wunnamurra we should have to make additional junction arrangements, whereas we now have a junction staff at Jerilderie. There is no reason why the line should not follow very much the same track as the local residents ask for. Their object apparently is to bring the line a little further south, and it would not be advisable for the line to go so far south that it would come within the influence of the Jerilderie-Berrigan line. The district south

of Jerilderie towards Berrigan is already served by that line. What they want is a line from Jerilderie to Deniliquin, dipping a little further south. If the line from Jerilderie were brought round in a southerly direction from the route shown it would do what the local residents want. The piece of land immediately to the west of the Jerilderie-Berrigan line is already served.

204. Do you know the country well enough to offer an opinion on this point? The local residents say that between Tuppal Creek on the south and the Billabong on the north there is a certain area of land suitable for mixed farming. Eight miles south of the Billabong the country is not suitable for farming, and on that account it is thought that a direct line from Jerilderie would only skirt the more northerly portion of the good mixed farming country. Is that so?—I would not like to say anything against that view. I know the country about Coree. I have been out there and know what a beautiful place it is. I have eaten lovely oranges which have been grown there.

205. Are you acquainted with the previous history of this proposal?—I have not looked it up.

206. In 1914 and 1916 Mr. Harper and the Chief Commissioner then, Mr. Johnson, both favoured the line from Finley towards Deniliquin as against Jerilderie as a taking-off point?—That may be so. My view is that the connection should be made from Jerilderie, and the Chief Commissioner has concurred in the report I have submitted to him. If later on there is a connection made through from Finley to Deniliquin the people who want to get to Narrandera or Hay will be penalised by having to go through Finley. The people who want to get to Victoria from Finley already have a connection with Tocumwal, but anyone wanting to go to Echuca, for example, would not want to be taken all the way round by Berrigan if they could get a direct route from Jerilderie to Deniliquin. Any longer distance they might have to travel would have to be paid for according to the additional mileage.

207. You suggest that the proposed line from Jerilderie should be constructed for a distance of over 25 miles at present?—Yes. There is already a connection with Victoria *via* Tocumwal. I do not think the time is ripe for another connection *via* Deniliquin, but I think it will certainly come, and when it does come it should be made *via* Jerilderie. If at any time we get rid of the break of gauge it will make a great difference to that area.

208. Do you think the traffic will go to Melbourne?—Undoubtedly. If I were there that is the way I would send my traffic. The break of gauge makes all the difference.

209. *Mr. Drummond.*] At the previous inquiry in 1914 you stated:

Having travelled through the agricultural land lying between Finley and Deniliquin, and Deniliquin, and Jerilderie and Deniliquin, I am of the opinion that the location of the proposed line could be materially improved in the interest of existing and prospective settlement by making the connection between Finley and Deniliquin, instead of Jerilderie and Deniliquin. Such a line would *fully* serve the whole



of the agricultural land, and would in the first instance pass through the centre of the recent Government resumption of 50,000 acres of the Tuppall Estate. It would also be a feeder to the proposed line between Finley and Tocumwal, giving the producers the option of the Victorian markets from the nearest and cheapest point of connection. The proposal between Jerilderie and Deniliquin as submitted to me merely skirts the northern boundary of the agricultural land, and from a financial point of view would not be nearly so satisfactory as the line suggested from Finley.

Has your subsequent observation caused you to alter your opinion?—I can only explain that conditions have been very considerably altered since then, as I daresay you are aware in connection with the desire to open up the Riverina to the Victorian railways. At that time—1914—the policy was to keep the trade in the State, and it was not the policy of the Railway Commissioners to encourage traffic from New South Wales to go to Victoria. That somewhat provincial spirit has disappeared, and it is recognised that the producer should be given the benefit of the nearest market. As the members of the Committee are aware, railways are to be built from the Murray into New South Wales on the Victorian gauge, and this will have the effect of causing the whole of the traffic from the districts affected to pass into Victoria. The opening up of the connection *via* Tocumwal is another example of the change of policy. If we wanted to keep our trade within the State we would not connect up with Deniliquin, but I am looking further ahead than that. I realise that it will become necessary to make a connection with Deniliquin in order to give access to Victoria *via* that town. This being so, one has to look at matters from a somewhat different standpoint.

210. If the proposed line were constructed from Finley instead of Jerilderie to Deniliquin it would assist the interstate trade to a greater extent?—No, I do not think so. On the other hand, it would penalise the interstate trade. Anyone wanting to send goods direct from the Riverina—say from Jerilderie, Narrandera, Hay, Grong Grong, or Coolamon to Victoria would have to pay the additional mileage.

211. In what way would it be more advantageous to send goods from Grong Grong or Narrandera via Deniliquin rather than via Finley to Tocumwal?—That would all depend. If all the traffic is going via Tocumwal there will be no need to connect up with Deniliquin, but I look forward to the time when a trunk connection with Deniliquin will become necessary, and we should not be placed in the position of having first built a line from Finley and then having to subsequently build a line from Jerilderie to give us a through run. I am trying to look upon the railways of Victoria and New South Wales as merely railways of Australia.

212. In view of the statements by witnesses in the country closely tallying with the statement made by you in the evidence given in 1914, that the best agricultural land lies directly between Finley and Deniliquin, where a line would equally divide the good lands, whereas if the line proceeds beyond the 10 miles direct north inferior land will be tapped, do you not think that if, as suggested by the Chairman, the take-off of the proposed line from Jerilderie were a little lower down, and the line were to strike the proposed line from Finley to Deniliquin near the Tuppall soldiers' settlement, the new railway would serve the land lying to the south towards Tuppall, and avoid some of the stiff country to the north?—I have not the slightest objection to that. I understand that that would meet the views of the local people. If the people who are farming on the soldiers' settlement about half-way between Finley and Deniliquin have to send their traffic to Finley and then to Berrigan they will have to pay more than if they can avail themselves of a direct line from Jerilderie. They will have to pay the increased mileage all the time.

213. *Mr. Bowke.*] You are of opinion that, apart from the passenger traffic, a line running direct from Jerilderie to Deniliquin would serve the whole of the country

between that point and the Murray?—Yes. Of course the Murray traffic will undoubtedly be taken over the river.

214. How much of the country intervening away from the 10 or 12 miles limit would fail to be served if the line were built from Jerilderie to Deniliquin?—It is not suggested that the line should be built as shown on the plan, but that it should dip towards the south. A suggestion has just been made that the line should run in a south-westerly direction, strike the Finley-Deniliquin route, and then run on.

215. Would that ensure that the whole of the area would be fairly well served?—Yes. The direct line from Jerilderie to Deniliquin would run along the northern border of the good land. If I were to look at this matter from a purely provincial point of view I might say that it would be well to take the line from Finley, but I am looking upon the proposed railway as part of a future connecting link.

216. Your preference for the Jerilderie route would be much more impressive if you could say that the line would serve a better tract of good country?—I cannot say that it would serve a better tract.

217. You are looking at the line from the standpoint of its usefulness as a linking up medium?—No, I am not. The first thing we have to do is to give accommodation to the settlers who have been put on the land by the Government. The line from Jerilderie will give them railway access. The second thing we have to consider is the making of a proper arrangement, so that in the future we may give access to Deniliquin. The soldiers who have been settled on the land will require to send their produce to market, and they will be able to send it direct to Jerilderie, thence to the seaboard, or via Jerilderie, Finley, and Berrigan to Tocumwal.

218. The Finley line would serve the soldiers' settlement, but the charges would be heavier?—Yes, heavier than if we gave them a direct line.

219. You are considering the two factors?—Yes.

220. *Mr. Travers.*] If the line suggested from Jerilderie working south towards the soldier settlement is constructed will your traffic figures be appreciably affected?—I do not think so. It may affect the cost to the settlers, who will not have such a long cartage.

221. Would you expect to get better traffic mile for mile?—I do not think our receipts would be affected very much.

222. The line would be somewhat longer if the suggestion is carried out?—Yes, a little bit.

223. What is the nature of the trade you would expect between Riverina and Victoria if the line were carried on from Jerilderie to Deniliquin?—Quite likely wheat and stock going to the Melbourne market.

224. Under present conditions does any wheat from Narrandera or Grong Grong find its way to Victoria?—Practically none; that is on account of the break of gauge. If there were a uniform gauge wheat would be sent from those places to Victoria.

225. You would have the same trouble at Deniliquin in regard to the break of gauge?—I quite agree that there would be the same trouble until a uniform gauge is introduced.

226. Then the traffic prospects in the respect I have mentioned would have to be held over until the gauges were made uniform?—With regard to wheat, yes.

227. You have not given us any figures relating to the traffic prospects. Looking at matters from the parochial point of view, would you expect to get better traffic results from a line from Finley to Deniliquin than from a railway taking off at Jerilderie?—I do not think we would. We might possibly in the future, but not at present.



Witnesses—C. A. Hodgson, 3 August, and F. Gibbings, 29 September, 1923.

228. When you were previously giving evidence you said:

The Chief Commissioner favours an extension from Finley ultimately to reach Deniliquin, as such a line would create the most development and earn at least 30 per cent. more revenue than the one suggested from Jerilderie.

Yes. The Commissioner was looking to the future.

229. The country has not altered?—No. It stands to reason that if you have a belt of good agricultural land, and you run a railway through the middle of it, you are likely in the future, when the land is cut up, to get more traffic than if the line were run along one boundary. The most admirable arrangement for a railway line is to have good agricultural land on both sides.

230. The recommendation of the Chief Commissioner was that the line from Finley should be extended only about 12 miles out towards Tuppall?—Yes. At that time the question of connecting up with Deniliquin was not favourably regarded, as it was looked upon as a means of diverting traffic from New South Wales to Victoria.

231. You are not in favour of the connection with Deniliquin until such time as we have a uniform gauge?—Practically so.

232. You have already stated that no wheat finds its way at present from Finley to the Victorian border?—Exactly. There is no through rate for wheat being sent to Victoria. The rate is cheaper for wheat sent to Sydney than for wheat sent towards Victoria. If you send wheat from New South Wales you have to pay the local rate to the border. That is only a short distance, and the short distance rate is higher per ton per mile than the long distance rate.

233. Are you expecting to get much traffic from the western end of this line if it stops 25 miles from Jerilderie or within 22 miles of Deniliquin?—No.

234. Does the wheat grown 15 miles to the eastward of Deniliquin go to Victoria?—I do not know that any wheat is grown there, but if it were it would go to Victoria. Deniliquin is looked upon as a Victorian town, and the extension of the line to Deniliquin would not bring us much traffic, because that town is so favourably situated with regard to Melbourne that we would have no prospect of successfully competing.

235. *Chairman.*] Local witnesses pointed out that there would be a fair traffic in stock from Deniliquin?—Stock traffic is a very difficult thing to estimate, because it does not follow any definite lines, as is the case with ordinary traffic. It is not like wheat. You know where wheat is going, whereas you cannot say the same with regard to stock. The traffic depends upon so many considerations. Sometimes stock will flow towards Melbourne and sometimes elsewhere. That is so in regard to fat stock, and my remarks apply even more forcibly to store stock, which is sent wherever required, regardless of distance. If Riverina graziers want to stock up they may get stock over from Victoria, whereas if there is a good market for stock in Victoria, and they want to get rid of what they have in order to avoid losses through drought or owing to other considerations, the tide will set in from this side to the other side of the Murray. You cannot lay down any hard and fast rules in regard to stock movements. Everything depends upon the weather, and upon whether there is a surplus or a shortage at a given point. It is likely that there will at times be considerable movements of stock.

#### WEDNESDAY, 29 SEPTEMBER, 1923.

[The Committee met at the Tuppall Soldier Settlement.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.  
WILLIAM CAMERON, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Finley to Deniliquin

Fred Gibbings, farmer, Tuppall Soldier Settlement,  
sworn and examined:—

236. *Chairman.*] What is the area of your holding?—I have 509½ acres here. I have an additional homestead of 136 acres. I go in solely for wheat growing.

237. Would the prospects of working your farm successfully be increased by the construction of a railway from Finley to Deniliquin?—Undoubtedly. I think the proposed line would go within 4 or 5 miles of my holding. I have now to cart my produce 15 miles to Finley. The average rate of carting is 1s. 3d. per bag.

238. What would you expect the rate of cartage to be if the line came within 4 or 5 miles of your holding?—I could do my own carting in that case. At present I cannot cart my own wheat.

239. How many residents on the Soldier Settlement area would be benefited by the construction of the proposed line?—The whole of them.

240. What distance are those settlers from a railway station at present?—From 10 to 23 miles.

241. What would the average distance those settlers would be away from a railway if the line were constructed from Finley to Deniliquin?—About 9 miles. I have been cropping my land all the time. My average yield has been 8 bags to the acre. I am using modern methods of farming—fallowing, manuring, and so on.

242. Would there be any particular benefit to the residents of this immediate district if the line went right through to Deniliquin?—To me personally I do not think

there would be. On this side of the settlement we all do our business with Finley. For the other settlers, who do their business with Deniliquin, it would probably be a benefit for the line to go there. It is a greater distance to Melbourne via Deniliquin than via Finley and Tocumwal.

243. Would the construction of the Finley towards Deniliquin line enable a greater quantity of produce to be shipped from the district than is now sent from it?—Undoubtedly. I think there would be increased cultivation in wheat to the extent of 25 per cent. The distance we are away from a railway at present hampers the carting of wheat.

244. *Mr. Burke.*] What is a fair living area on the Soldier Settlement?—Six hundred and forty acres is not too much. I have 330 acres under wheat.

245. Do you carry any stock?—Only my working horses.

246. *Mr. Travers.*] How far out from Finley should the line go to serve the Soldier Settlement and the good land between the Soldier Settlement and Deniliquin?—I think somewhere about Mr. Uphill's south-western boundary, about 20 miles from Finley, would be a suitable place for the line to end.

247. Is the 136 acres of your additional homestead under wheat?—It is in fallow.

248. Do you think 640 acres is the minimum living area?—It is a good living area. I could make a living on my 509½ acres; but it is rather on the small side.



Witnesses—F. Gibbons, R. H. Gregory, and J. H. Malone, 29 September, 1923.

249. Mr. K. H. Druitt, in giving evidence, said a great deal of the wheat grown on the Soldier Settlement goes to the flour mill at Tocumwal; also that "the construction of the proposed railway would mean a big saving to us in the transport of our produce." If the line were constructed from Finley to the Soldier Settlement, would it bring about any diversion of traffic; would it mean that your wheat would go to Sydney; or that it would go to Tocumwal to the flour mills? I think it would be immaterial, especially if the flour mill at Tocumwal bought wheat here. In the ordinary course, all the wheat not bought at Tocumwal would go to Sydney.

Ronald Honeybone Gregory, farmer, Finley, sworn and examined:—

250. Mr. Burke.] Do you favour the construction of the proposed line?—Yes. I think the Finley to Deniliquin proposal would suit the Soldier Settlement better than the construction of a line from Jerilderie. My holding is about 1½ miles from here, to the north, and about 3 miles south of the proposed route.

251. Is Finley your nearest point of railway communication?—Yes, distant about 15 miles. I carry on mixed farming. The distance we have to cart wheat is our trouble. I have 502 acres, 250 acres of which is under wheat this year. In a good year, with a fair average crop on 300 acres, it costs about £150 to get the wheat carted.

252. What would it cost you if the proposed railway were constructed?—If the station were 3 or 4 miles away we would mostly cart the wheat ourselves, and it would not cost more than 3d. or 4d. a bag.

253. Do you have your wheat carted to Finley?—Yes, and that is a great drawback.

254. If the railway were constructed, how much of your 502 acres would you put under crop?—The whole of it.

255. Do you consider 502 acres would be a fair living area if the proposed line were constructed?—It is rather small. I should say 600 or 700 acres of this country would be a fair living area with mixed farming.

256. With your present area, you would want regular seasons?—We would not want to get many droughts.

257. Generally speaking, is the land in the whole of the settlement of good quality?—Yes. The whole settlement is very good country. About 10 miles on this side of Deniliquin it is not good wheat country.

258. Do you favour the line running right through to Deniliquin, or would it serve your purpose if it went within 10 or 15 miles of Deniliquin?—It would serve us very well if it ran out about 20 miles from Finley, say, to where the previous witness said, about Mr. Uphill's place.

259. Would you get any special advantage if the line were to go right to Deniliquin?—I do not think we would. In trucking sheep or cattle there would not be much advantage in the line going to Deniliquin.

260. Your principal trouble is the distance you have to cart wheat, which does not enable you to work your land to advantage?—That is so.

261. Mr. Mahony.] You said if the proposed railway were constructed, you would put the whole of your area under wheat. Would you not fallow any portion of it?—It would have to be fallowed in alternate years; it would not do to continually crop it.

262. Chairman.] Do you know anything of the suggested deviation from the proposed Finley line to bring it closer to the centre of the Soldier Settlement?—I think it would be a good thing, because it would also serve the Pine Hills and the Coree people. That deviation would begin about 4 miles from Finley and go practically through the northern boundary of the settlement near Mr. Uphill's holding.

263. Would such a deviation, while going further north, leave some of the land further south too far away from the railway?—I should not think so. It would leave none of the Soldier Settlement too far away.

264. We have been informed that the good land stops on the north about 6 or 8 miles south of the Billabong?—I think that is correct.

265. Would such a deviation practically equally divide the good country?—I think so.

266. Under the present circumstances is the Tuppall Soldier Settlement a success?—I think so. It has been stated it is one of the most successful soldier settlements in the Commonwealth.

267. It is a successful settlement without the construction of a railway?—Yes; but it would be more successful with it.

268. In what way would the construction of the proposed railway increase the amount of produce that would be sent away from here?—Naturally it would not cost so much to get wheat carted, and the settlers would go in for growing more wheat, and possibly more hay and chaff. It is practically impossible to do that now because of the long cartage.

269. What percentage of increase do you think the construction of the line would lead to?—Twenty-five per cent., and possibly more.

270. It was pointed out that, at times of drought west of Deniliquin, stock in poor condition from that district, if the line were built, could go right through here, and further east, for agistment. Have you considered that aspect of the problem?—I have not considered it, but I think it is logical.

271. When a drought is prevailing west of Deniliquin, have you a better season here?—I think it would be better, because we have better grass land, and could stand the drought better.

272. What price do you consider should be obtained for wheat in order to make wheat-growing in this district pay under present circumstances?—I would say 4s. a bushel.

273. On trucks at a station?—Yes, we would have to pay for carting.

274. Mr. Drummond.] Do you think the proposal to construct a line from Jerilderie, terminating 25 miles out, would be of advantage to your area?—I do not think it would.

275. Supposing a line were built from Finley to a point 22 miles out, what would you send over that line?—General produce. I would say all the stuff would go on that line; and we would get manure, wire, and general merchandise over it.

276. Where do you purchase them at present?—I think they mostly come from Sydney. They are generally obtained through an agent in Finley.

277. Do you get fertilisers from Sydney?—They mostly come from Finley.

278. A witness said that practically the whole of the merchandise comes from Melbourne?—I would not say that. I would say a large portion comes from Sydney.

279. A witness said that, with the exception of wheat, very little would go towards Sydney, because of the less distance, and cost in dealing with Melbourne?—Most of the wheat goes to Sydney.

280. You consider there is very little traffic between Finley and Deniliquin at present?—I do not consider there is much.

John Henry Malone, farmer, Pine Hills, sworn and examined:

281. Mr. Mahony.] Where is your land situated?—Just north of Mr. Uphill's property. I have 1,750 acres. I go in for wheat-growing and grazing.

282. What area have you under wheat?—Generally 300 to 400 acres.

283. Do you support the deviation suggested by Mr. Gregory?—Yes, the deviation via Pine Hills homestead. My place is within 2 or 3 miles of the suggested deviation.



Witness—J. H. Malone, 29 September, 1923.

284. Do you consider the deviation is better than the proposed route?—Yes.

285. Your place is north of the Soldiers' Settlement?—Yes, about 8 miles from the main road.

286. Do you think the deviation would suit the Soldiers' Settlement?—I think it would suit it better than the proposed route.

287. Where is the present market for your produce?—Wheat goes to Sydney; we send it to Finley. I am 22 miles from Finley.

288. Do you find it difficult or costly to send your produce to the station?—The cartage costs about 6d. a bushel—1s. 6d. a bag. We generally have to cart it ourselves.

289. What advantage would the proposed railway have for you?—It would be a great advantage in carting wheat. On the average we spend a month or six weeks after the harvest on the road carting wheat.

290. What saving could you make in carting if the railway were constructed?—I suppose the freight would not be more than 1d. to Finley; that would be a saving of 5d.

291. Would you put more land under cultivation?—Yes. There would be some encouragement to put it under cultivation. There would be a better market for what is grown. Now we have only a market for wheat; hay and chaff are out of the question, because the freight kills that.

292. Is this a suitable district for the production of hay?—Yes.

293. What is a fair area of land on which a man could make a decent living in this district?—He would require at least 800 acres. When the land is new, smaller areas are all right. When the land begins to work out, they have to fallow and spell it.

294. If the line were constructed, would you cut up your area, or use the whole of it yourself?—I would cultivate more of it myself. I would put about 800 acres under cultivation. To farm that area properly some would have to be fallowed.

295. Do you run sheep?—I have some at present. We send sheep and wool to Melbourne. The distance is too great to send to Sydney; they would waste in the trucks. Melbourne is generally a better market.

296. Where would be the natural market for wheat and wool produced in this district?—All things being equal the wheat would go to Melbourne if it were not for the break of gauge.

297. Do you think the proposed line should go right through to Deniliquin?—I think so. We would have the benefit of both routes, and that would be a great advantage in times of drought in the transport of fodder and live stock. In the last drought, New South Wales had a lot of fodder, and it was very dear in Victoria, where it is generally obtained. About Deniliquin where they used to get stuff from the north, it had to go down through Tocumwal, around to Echuca, back to Deniliquin to supply the west. If the line through to Deniliquin had been constructed, it could have been brought from here.

298. Would you carry your produce to Deniliquin and send it wherever it was required for the stock?—Yes.

299. Do you think sufficient freight would be provided if the line were carried to Deniliquin?—There is a lot of good land between here and Deniliquin which would be utilised for wheat.

300. It has been stated that 10 to 13 miles out from Deniliquin the land is not much good; do you support that?—I know some of the land close to Deniliquin is very good. I think the good land is closer in to Deniliquin than 13 miles.

301. Are there any holdings close to the proposed line from here to Deniliquin?—Yes, Mundiwa and Lindiferin.

302. Is there any trade between Finley and Deniliquin at present?—There is a lot of traffic on the main road.

303. Take a point from here to Finley, and from here to Deniliquin, is there any great traffic?—I think there is a good deal, but on account of there not being a railway, it stops it a lot.

304. Does the stuff which is sent to Deniliquin go to Melbourne?—Yes.

305. If the railway were constructed, would it still go in that direction?—I suppose it would from part of the way.

306. *Mr. Cameron.*] How long have you been in this district?—Twelve years.

307. How many holdings have changed hands in that time?—Not a great many. I bought land in the best part of the Hartwood estate. Only one on that property has sold out. A lot of settlers came about that time, and are still there.

308. Generally speaking they have been prosperous?—Yes.

309. Has the production of wool decreased to any extent by reason of the subdivision?—I do not think so. When the land is subdivided they keep as many stock as before.

310. Would the quality of the stock be as good?—Probably it would not. The big holdings generally have a better class of sheep.

311. Generally speaking, after a subdivision, the merino sheep would decrease in number?—Yes.

312. How much manure per acre do you use for wheat-growing in this country?—About 60 lb. to the acre. A lot of good crops have been grown without manure on this timbered country.

313. In your experience is it better to use manure?—Yes, when the land has been cropped a few times. On the timbered country I believe at first it is better without manure.

314. *Chairman.*] What class of traffic would go from Finley to Deniliquin?—Most of the heavy stuff goes to Finley. From some of the places nearer to Deniliquin, it would go to Deniliquin.

315. I understood you to say that from a point half-way between Finley and Deniliquin, some traffic would go to Finley and some to Deniliquin. Is it not a fact that it is considerably longer to the Melbourne market via Deniliquin than via Finley and Tocumwal?—Yes.

316. What inducement would there be to send traffic to Deniliquin?—The break of gauge and the extra cost of handling at Tocumwal.

317. Would that not apply at Deniliquin?—No.

318. Does much wheat go that way?—A good deal of wheat goes to Deniliquin.

319. From what distance out?—About 16 miles. One thing which has helped to bring trade to Finley is that there are better facilities at Finley than at Deniliquin. The weighbridge at Deniliquin is out of date; it is small, and causes a lot of delay. People will go somewhat out of their way in order to get their stuff unloaded quickly.

320. Are the rates on the private line from Deniliquin to Moama considerably higher than on the line from Finley to Tocumwal?—On the heavier stuff they are practically the same.

321. You favour the suggested Pine Hills deviation: would the effect of sending the line further north-west be to leave some of the settlers on the south too far away from the railway?—No. It would serve a good many people in the direction of Coree and Wunnamurra, where there is a lot of good country.

322. Would such a deviation equally divide the good wheat country situated say between the two rivers—Moulamein on the one side and the Murray on the other?—Yes, I think it would. The railway would be of great benefit to the lamb traffic. As we are situated, we have to travel them three or four days to market. If the railway were close, we could send them straight away. In travelling they lose a lot.



Witnesses—J. H. Malone, J. Armstrong, and G. T. Wade, 29 September, 1923.

323. Apart from that, assuming the line were made right through from Finley to Deniliquin, would much stuff go on the line to Deniliquin?—I think there would be a good deal of through traffic.

324. What advantage would the Finley-Deniliquin line, if constructed, have over the Finley-Tocumwal line?—Deniliquin having the Victorian gauge, would, I suppose, get a lot of traffic.

325. Why would it get it as against Finley; would there not rather be a disadvantage owing to the longer distance?—Yes.

John Armstrong, grazier, Woodbury, near Deniliquin, recalled and further examined:—

326. *Mr. Travers.*] I understand that a portion of the Cornella estate has been recently sold?—Yes; about 6,500 acres of that estate was sold. The total area of that estate was between 20,000 and 30,000 acres. It is situated to the south-east of Deniliquin, and would be within the influence of the proposed line.

327. Is the whole of the estate good agricultural land?—It is all very heavy timber land.

328. It was suggested that if a line from Jerilderie, say 25 or 30 miles out, were swung further south than the proposed route to serve the Soldiers' Settlement, that would practically serve the whole of the good agricultural land it is proposed to serve by a line from Finley to Deniliquin, and would serve a good deal of the country on the northern side, which would not be served by a line from Finley to Deniliquin; do you agree with that?—No, not altogether. The line would have to go much further south than the suggested deviation from the proposed Jerilderie line to serve this portion of the Soldier Settlement, and the land south from here to Tuppall Creek.

329. Would the line as surveyed from Finley to Deniliquin, through the Soldier Settlement, if constructed, say, 20 miles out, serve the whole of the good agricultural country, 14 or 15 miles from that, and the same distance further south?—Yes.

330. Would you suggest that the line from Finley towards Deniliquin should go a little further north?—No.

331. It was suggested by Mr. Gibbons that if the line were run about 20 miles out from Finley, it would serve all the good country between Finley and Deniliquin, leaving out any advantage that might accrue from the point of view of through traffic by carrying it on to Deniliquin?—Yes, it would serve the whole of the good country.

332. Would there be any special advantage by taking the line right through to Deniliquin?—I do not know that there would be. A line terminating about 20 miles out from Finley would serve the land approximately 10 miles west of it; and the Deniliquin line would serve the land on the east.

333. So that the whole of the good country between Finley and Deniliquin would be served if the line terminated at Mr. Uphill's property?—It would have to go further out than that. The land I have in mind would be south of that.

334. You do not think there would be any special advantage in running the line on to Deniliquin?—I think, if the line were run out, Mundiwa would be served.

335. From the point of view of the interchange of traffic, would anything be gained by continuing the line to Deniliquin?—I do not think so.

336. It has been stated that about 14 miles east of Deniliquin towards Finley the country is not as good as the country between that point and Finley; do you agree with that?—It is plain country, which has been under cultivation. They have grown just as good crops of wheat on that land as on the timber land.

337. Where did that wheat go to?—Deniliquin.

338. Is any wheat being grown there now?—Yes, and it still goes to Deniliquin. There are portions 15 miles out. A new lot of land, which was thrown open two years ago, is now under cultivation; it was put under cultivation this year.

339. Would you require a larger area in the country, say, 15 miles out from Deniliquin, than you would from that point towards Finley?—Yes, on the plain; they would want 800 to 1,000 acres. From a farming point of view, I think 500 acres is sufficient. The land is equally as good as it is at the Finley end. On the original Tuppall settlement of 50,000 acres, the areas averaged about 500 acres, and the holders have made a success of them.

340. If the line were continued out to Deniliquin, would the wheat now grown, say, within 16 miles of Deniliquin, go to Finley, or would it still go to Deniliquin?—I think a lot would go to Sydney.

341. Is much wheat grown to the west of Deniliquin?—There is a lot of wheat grown, but it is more pastoral country west of Deniliquin.

342. Would there be any interchange of traffic in wool?—I think there would be. I think the Sydney market for wool is better than the Melbourne market. It is a question of transport. If I had a line, I would send my wool to Sydney.

343. Where does your wool go now?—Melbourne.

344. Does most of the wool from this district go to Melbourne?—I think so.

345. Do you think the flow of traffic would be altered if the proposed line were constructed?—A certain amount of it would be.

346. Generally, are the financial relations of this district more with Melbourne than with Sydney?—Yes.

347. You think that would be somewhat altered if the proposed line were constructed?—I am sure of it.

348. *Chairman.*] You are well acquainted with land values between Finley and Deniliquin?—Yes.

349. I heard that in the subdivision you spoke about, the land sold for about £10 an acre in blocks sufficient for wheat farms. Do you think a man could reasonably expect to make a good living wheat-growing on land in this district which cost him £10 an acre?—I think he could.

350. Is £10 an exceptionally high price for land within 12 miles on either side of the proposed line from Finley to Deniliquin?—That is the highest I have known. It is exceptionally good land.

351. You spoke of the heavy country near Deniliquin producing wheat; how many seasons out of ten do you think that heavy land would give a crop; it would not stand up to drought, or adverse conditions of any kind?—It is not heavy country between here and Deniliquin. You get into red plain land. It is nearly as good as this timbered country.

352. Is it not a fact that for some 10 or 12 miles out of Deniliquin, on this side, most of the country is of a heavy black character?—No; I do not think 5 per cent. of it is. There is a lignum swamp of about 100 acres. Except within 3 miles of Deniliquin, I do not know of any large area of black land.

353. You consider that the land generally from Finley right through to Deniliquin is land which is fit for wheat cultivation?—Certainly.

354. You have had considerable experience in this district?—Thirty to thirty-five years.

355. *Mr. Mahony.*] What is the area of Mundiwa and Lindiferin?—The area of Mundiwa is about 19,000 or 20,000 acres; of Lindiferin about 21,000 acres. The land is freehold.

356. Is there any leasehold attached to either of the estates?—There may be a very small area down the river which is leasehold; I am not sure of that.

357. Those two estates would be within the area to be served by the proposed line to Deniliquin?—Yes. The line would run a little to the south of the centre of them.

George Thomas Wade, farmer, Tuppall Soldier Settlement, sworn, and examined:—

358. *Mr. Drummond.*] How far is your holding from Finley?—About 22 miles. My place would be close to the proposed line. I have been on the settlement nearly four years.



Witnesses—G. T. Wade, G. W. Bayliss, 29 September, and J. A. Lawson, 1 October, 1923.

359. The line, if constructed, will improve your property?—Yes.

360. Witnesses have stated that the whole of the traffic from this area, excepting wheat, goes to Melbourne. Stock goes to Melbourne. A witness said 95 per cent. of the general merchandise came from Melbourne. Other witnesses stated a good deal of the wheat goes to Tocumwal. Do you agree with those statements?—Yes.

361. If that is so, and the line were constructed from Jerilderie, would it be of any great benefit to the settlers between Finley and Deniliquin?—I think the Jerilderie line would be the best, because it will serve Hartwood as well as the Pine Hills settlement.

362. Despite the fact that your merchandise comes from Melbourne at present, and your stock would go that way, you think a line 25 miles out from Jerilderie to near your place, would be the best to construct?—Yes.

363. Would you not suffer if you had to send your stuff round by Jerilderie to Melbourne?—But if I wanted to send it to Sydney via Finley it would be further.

364. Have you any suggestion to make with regard to an alteration of route?—No. We want the railway either from Finley or Jerilderie.

George Walter Bayliss, farmer, Tuppal Soldier Settlement, sworn, and examined:—

365. *Mr. Cameron.* Where is your holding?—I am on the extreme west of the settlement. The proposed line would go a little to the south of my place; it would about pass my door.

366. What do you think of the suggested deviation a little to the north of the proposed line from Finley to Deniliquin?—I should say the deviation to the north would serve better country. It would tap the Pine Hills and Billabong country; it would serve that country better although it is at present served by the Jerilderie-Finley line.

367. If the line were carried further north, it would serve a wider range of good country?—Yes.

368. What is your opinion of the suggested terminal point about 20 miles out from Finley?—That would serve the country well. Any stuff which had to go to Deniliquin could reach Deniliquin from that 20-mile point.

369. As far as the Soldier Settlement is concerned, the whole of their business is done through Finley?—The bulk of it goes through Finley. We send our stock to Melbourne by reason of the longer journey and wastage that would take place going to Sydney. We truck at Deniliquin. It would serve us in the case of lambs going in. I had sheep to send away, but struck wet weather, and could not get them away, and lost money as a consequence.

370. Does the greater part of the stock go via Melbourne from this area?—Yes.

371. In your opinion it would not serve the Soldier Settlement area to any extent if the line were carried through to Deniliquin?—No. At present we cart to Deniliquin from the west end of the settlement. For wheat the price is usually 1½d. better in Finley than in Deniliquin.

372. Is that because the market is better in Sydney than in Melbourne?—Selling in the open market it is to our advantage to send the wheat to Finley instead of to Deniliquin.

373. I take it the wheat goes to Sydney from Finley?—I do not know. A lot of it goes, I think, to Tocumwal.

374. What area have you?—Seven hundred and fifty acres. It is all wheat land, but I have some swampy crab-hole ground. Because of the poor land, and the distance from market, my holding was made larger than others. I have to cart wheat close on 24 miles. It is really too far to cart at a profit. The areas are not big enough for grazing. We cart the wheat ourselves. If we had to pay for the cartage I doubt if it would pay.

375. With the construction of the proposed railway, your area would be a reasonable living area?—Yes. I could make a comfortable living on it. I am 42 years of age, was born in this country, and have lived in this district all my life.

376. If the proposed line were constructed, would more land be cut up for settlement?—I think so.

377. Is there plenty of land suitable for closer settlement?—Yes.

378. Are the original holders still in possession?—A number have gone out.

379. You consider the land is suitable for growing wheat in areas of less than 750 acres?—Yes.

380. What is the rainfall on the Soldier Settlement?—I think the average is about 14 inches.

MONDAY, 1 OCTOBER, 1923.

[The Committee met in the Municipal Council Chambers, Deniliquin.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Finley to Deniliquin

Joseph Alexander Lawson, representing the Victorian Producers Co-operative Company, Deniliquin, sworn, and examined:—

381. *Chairman.* What does the body you represent comprise?—The shareholders are principally landholders who have organised in order to handle their own produce.

382. Are the members of the Association residents and producers in New South Wales?—New South Wales and Victoria. I have land which is situated 6 miles out on the Echuca road. I am also Secretary of the Farmers and Settlers Association, which is an altogether different body to the Producers Co-operative Company. At a meeting of that Association it was decided to support the Finley to Deniliquin route. After the 1914-15 drought, I started on my own account on the land. There was practically no fodder or seed wheat to be obtained in Victoria; it had to be carted from northern New South Wales. The

expense and loss through the delay in bringing that fodder and seed-wheat around via Albury to here was tremendous. Wheat which I ordered in June did not arrive until August, and had it not been that I was able to procure seed-wheat from my father, I would have lost all my crop that year. We were getting the bulk of our fodder from Coolamon, and along that line, and the delay was dreadful. It had to be rationed out at £14, £15, and £18 a ton. The result was a large number of stock were lost. If there had been a direct line, the stuff would have been there in half the time, and at less expense. I think in that year alone, the line would have paid for itself in the saving of stock that would have resulted. In 1919 the position was reversed. In Victoria and this part of the Riverina the season was good; but in northern New South Wales it was bad. The New South Wales Government purchased seed-wheat here and towards the Echuca and



Mathoura line. It had to be trucked round via Albury, and that entailed additional expense. There was more wheat brought into Mathoura, a little station, than to any other station in New South Wales, and it all had to be taken round via Albury. The same thing applied to fodder. So that I think from a National standpoint, it is absolutely necessary that Deniliquin should be linked up either via Finley or Jerilderie, so as to save starving stock by bringing fodder to them.

383. In a time of drought, when you require wheat, what would be the cost of carriage of that wheat from either Jerilderie or Finley to Deniliquin by road?—The cost would make it out of the question.

384. How often would contingencies of the kind you mention happen in a period of 10 years?—I think they would be nearly certain to happen twice.

385. In other parts we have had evidence that, at times, when droughty conditions prevailed west of Deniliquin, at Jerilderie and towards Narrandera there is plenty of feed. Have your own observations led you to the conclusion that a line of this kind, if constructed, would be the means of saving a considerable number of stock west of Deniliquin?—I am certain it would.

386. Can you give us an instance?—In the 1914 drought, stock which was sent to relief country from Deniliquin and west of it to the northern part of New South Wales, which was the best part of Australia at that time, had to be conveyed round by Seymour and Albury. Being many days and nights in the trucks played havoc with the stock. A lot of owners considered the journey too far, and would not send their stock; but if there had been a short cut across they would have sent them his way.

387. Was the country about Narrandera at that time suitable for depasturing starving stock?—It was in the early part of the drought—up till November, 1914. After that they had to be sent further north.

388. Was there much stock lost west of Deniliquin that year?—The losses were dreadful. I know practically the land from the Pine Hills homestead and the Soldier Settlement to Deniliquin, and every acre of it is agricultural land.

389. Is agricultural development being hampered in this district for want of railway communication—either towards Deniliquin or towards Jerilderie?—Yes. With the price of wheat getting down to pre-war rates, land owners will not grow wheat when the expense of carting is so great. When the price of wheat was high, they could do it. It is absolutely necessary, if the land is to be cultivated, to have the railway.

390. Assuming the line were constructed from either of the two points—Finley or Jerilderie—would the wheat go towards Sydney or Melbourne?—It should go to Melbourne. But if the line is constructed, having the New South Wales gauge, probably the cost of re-trucking it, with the break of gauge, would force it to go to Sydney. As the wheat from Finley all goes to Sydney, I presume that the wheat from Pine Hills would also.

391. Where does the wool grown on the area along the two proposed routes generally go to?—I think about half goes to Sydney and half to Melbourne at present.

392. Would the districts which would be served by the proposed lines lend themselves to the fat lamb trade?—They would greatly assist the fat lamb trade. Sometimes the Sydney market is shillings better than the Melbourne market, and that trade would go to Sydney. Sometimes the Melbourne market is better. We would have the choice of two markets.

393. What increase in the area of land to be put under wheat do you think would result from the construction of either of the two railways?—There should be an increase of at least 50 per cent. or 60 per cent. I would be absolutely opposed to the line being left 20 miles from Deniliquin. I think that would be against the interests of the community. Apart from the opening up of this land, it should be linked up from a national standpoint.

394. You regard the linking up as being the most important phase of the problem?—I think it is, on either route. There would be tens of thousands of acres worth from £6 to £7 an acre.

395. What is the carrying capacity of that land for grazing?—The bulk of that area is a sheep or a sheep and a quarter to the acre country.

396. What do you regard as being a fair average return for wheat year in and year out?—We are getting a lot of Wimmera and Goulburn Valley men here, who have absolutely revolutionised our methods of farming. With the better methods of farming in operation here at present, we are getting from 20 to 25 bushels of wheat to the acre. We have had up to 35 bushels to the acre. This year there will probably be 35 bushels to the acre.

Alderman George Evans, agent and farmer, Deniliquin, sworn and examined:—

397. *Mr Travers.* Will you make a statement with regard to the two proposals before the Committee?—If the railway came from Jerilderie via Pine Hills homestead to a point 25 miles out, and terminated there, I would oppose it. There would be no development under those conditions. I have suggested, as a member of the Council, that there should be a line constructed from between Jerilderie and Berrigan, about 8 or 10 miles from Wunnamurra. I know that country well. On a previous occasion I gave evidence, and then advocated a line from Finley to Deniliquin. Conditions have altered since then. That was before the Soldier Settlement came into existence. The Government promised to give the men on that settlement railway facilities for the carriage of their wheat. There are other routes which would possibly pay better than the direct route from Finley to Deniliquin.

398. The proposed line from Finley to Deniliquin goes through the heart of the Soldier Settlement. Would that line, taking a 12 miles radius, serve all the good country between that point and Moulamein Creek on the north; and south towards the Murray?—Possibly it would. I would certainly say that would meet all the requirements as far as the Soldier Settlement is concerned.

399. Would a line from Jerilderie, 25 miles out, in the direction of Deniliquin, offer you any relief?—It would hardly be a fair proposition as far as the men on the southern side are concerned. It would be some relief, but it would not be the relief that the extension right through would be to the settlement.

400. Do you know the country well between Finley and Deniliquin?—Reasonably well. I think it is some of the best wheat country in Australia.

401. Where is your area situated?—About 2 miles from the town. I have 252 acres. It is not on the route of the proposed line.

402. What would you say would be a fair area on which a man could get a decent living there?—I would say nothing less than 1,000 acres to maintain a family in comfort, and to give the boys, as they grow up, a reasonable chance in life. Some advocate 640 acres. I think it is better to err on the side of a larger than a smaller area.

403. Under present conditions, what would that cost per acre?—I was one of four valuers of the Repatriation Committee. We valued land on behalf of the Government. We valued eight blocks of land taken up on the Tuppal Soldier Settlement about 12 miles from Deniliquin at from £2 10s. to £5 5s. per acre. I think the Government accepted our valuation.

404. Would you consider that to be the fair average value of the wheat land in the district?—I think some of the plain land could be raised in value a little because experience has shown that fallowing and manuring land, which was looked upon in days gone by as being practically valueless from an agricultural point of view, to-day makes eight to ten bags of wheat to the acre to be obtained.



Witnesses—G. Evans and H. S. Schollick, 1 October, 1923

405. Where were experiments tried with regard to the plain country?—All over the place.

406. Is the Soldier Settlement land the pick of the district, or does it represent the fair average quality of the land throughout?—I would say it is the fair average quality land. Hartwood and Quiamong is the same quality land. It is all good land, but I would not say it is all capable of cultivation.

407. Taking 12 miles north and south of the proposed line from Finley to Deniliquin, would you say that practically the whole of that land was suitable for wheat-growing?—There is a lot of land in Cornella which is too rich for cultivation. I have seen wheat 8 feet high there, with big heads on it. I would not say that country would be suitable for the plough.

408. We were told that there were about 6,000 acres on Cornella Station sold which realised something over £9 an acre; do you know anything of that sale?—It was so reported, but I understood there were many improvements on that land, and that it included the homestead. I think it would not be a fair basis of valuation.

409. Apart from the rich land, is Cornella better than the Soldier Settlement?—I would say not.

410. It has been suggested if the line ran out about 20 or 25 miles from Finley, it would meet all requirements and serve all the good country; do you agree with that?—I certainly think the line should go right through to Deniliquin. Take Mundiwa; I suppose there is hardly an acre of that land that would not come within the meaning of my reference to the poor plain land where formerly one bag of wheat was produced, three or four could now be produced. That would mean increased production, and it would give men on the land a chance of having two markets.

411. If the land were constructed 25 miles from Finley, would that not bring Mundiwa within its influence?—I suppose it would bring in a part of it.

412. If the railway were taken on to Deniliquin, what would be the nature of the traffic from Finley towards Deniliquin?—It would be of service, as was pointed out by Mr. Lawson, in times of drought. It is of advantage to local traders, enabling them to send produce to Sydney. It would be of service in connection with the despatch of fat lambs.

413. Is there much wheat grown 10 miles east from Deniliquin towards Finley?—Not a great deal. It is mostly a grazing area. There are a few dairying propositions.

414. Is that land suitable for wheat-growing?—Decidedly.

415. Can you assign any reason why cultivation has not been carried on on land within 10 miles of the Deniliquin line?—Many have gone out of cultivation, and gone back to the cow; others have increased their area, and gone back to wool. I suppose in many instances families have grown up, and the area they had was not sufficiently large, and they had to go in for something easier.

416. Does much wheat find its way under present conditions on the Deniliquin Moama line and on to Melbourne?—I understand that our best year was roughly 100,000 bags from Deniliquin.

417. Would that be grown within a radius of 10 or 12 miles of Deniliquin?—Most of it would be from the western side of Deniliquin.

418. If the line were built from Finley to Deniliquin, would the flow of traffic be altered; would the wheat which was grown on the western side of Deniliquin, and now finds its way to Melbourne, go towards Finley to a destination in New South Wales?—I do not think so. Its natural market would be the other way, unless there were differential rates. That would also apply to fat lambs.

419. Is there a through rate to Melbourne for fat lambs?—I understand there is.

420. Is there any transshipment at Moama?—No.

421. Do you know whether that is satisfactory?—I think so.

422. In the event of Victoria exercising the right it has under the Border Railways Agreement, to take over the

private line from Moama to Deniliquin, and making it part of the Victorian system, do you think that is likely to give further encouragement and stimulus to wheat growers in the district to use that line?—I think so.

423. If the line were constructed right through to Deniliquin, do you think the country 10 miles out from Deniliquin, which is being used for pastoral purposes, and not wheat-growing, could be put under wheat?—I should think so, because it is very valuable land. It is essentially a wheat-growing proposition.

424. What is the carrying capacity of the country from a stock point of view?—It depends upon the area of the land. I will cite a case. I have 252 acres of land which is subdivided into three paddocks. That 252 acres subdivided and properly worked would carry more stock than 300 or 350 acres of land in one paddock. We have proved that time and again. The particular land you referred to in the large holding I suppose in ordinary seasons would carry a sheep to 2½ or 3 acres. Some of it would carry more.

425. What is the average yield of wheat in the district?—Fourteen or fifteen bushels to the acre.

426. Generally the trade and financial relations of Deniliquin are with Victoria?—Nearly all.

427. Would that be in any way altered if the line were constructed from Finley to Deniliquin?—It would bring commercial travellers here, and competition would be keen, and the chances are that business would be opened up as in the days gone by.

428. Is there much traffic now between Deniliquin and Jerilderie?—Not a great deal.

429. Is any wheat grown 15 miles east of Deniliquin which finds its way to Deniliquin and Victoria?—Yes. We have been handicapped in that we have not a good weigh-bridge here. Some farmers would rather send their wheat to Finley, a distance of 4 or 5 miles further, than bring it here, because of the better facilities of handling their wheat which is afforded at Finley.

430. Would the construction of the railway encourage more wheat to go to Deniliquin to be subsequently transhipped to Melbourne; or would the market be Sydney?—I think Melbourne would still retain the trade. If the line were constructed, it would help to raise the revenue of some of the non-paying lines. I think the productiveness of the country it would go through would help the Railway Commissioners from a revenue standpoint.

431. If the line went out as far as the Soldier Settlement, or a little further in the direction of Deniliquin, would that help the people in this district?—I suppose it would in travelling to Sydney; it would create traffic no doubt.

432. Do you think the line ought to go right through?—I do, most decidedly.

433. *Chairman.*] With respect to the rival routes: Assuming that both connected with Deniliquin, which do you think would be the better—Finley through to Deniliquin, or Jerilderie through to Deniliquin?—I would say the Finley-Deniliquin line. Whichever way the line goes, I feel satisfied it will fulfil the promise made to the inhabitants of Deniliquin.

434. What is the land worth that will carry a sheep to 2 acres?—£4 to £5 per acre.

Herbert Stonard Schollick, Windouran Shire Council, station manager, Wanganella, sworn, and examined:—

435. *Mr. Mahony.*] Will you make a statement with regard to the two routes of railways under consideration?—At a meeting of our Council a resolution was passed in favour of the railway being constructed to Deniliquin by the most direct route. We are interested if the line goes direct from Deniliquin to Jerilderie. It would serve us when taking sheep. A lot of our country is used for stud purposes, and a large number of rams are sent every year to Queensland. If we had a direct line from Deniliquin to Jerilderie, it would take all those sheep, instead of having to go *via* Hay and Jerilderie. If the line goes to Finley, which would take



us through Berrigan and half-way round New South Wales before you got to Sydney, it would not interest us very much. We want a direct route for stock. We have been greatly handicapped because of the time it takes stock to reach Sydney by rail. Sometimes rams are in the truck for no less than three days, and arrive in Sydney in a terribly emaciated state. It has been a disadvantage, not only to us, but to Queensland breeders who buy sheep from us. If the line is constructed, it will mean that a large quantity of fodder would be brought into this district in times of drought. Last year we had only one place from which to draw our fodder—that was Victoria. We could not get enough teams to cart our fodder last year. If the line came through the farming area, it would enable us to draw our fodder from nearer home, and if they were suffering from drought conditions, we could go further afield to Narrandera, instead of going to Victoria for it. We would have a much better command of prices if we had more than one market. I know the land fairly well between here and Finley. I have been in the district 40 years. I managed the Deniliquin Station for some years, and know that land pretty well. I consider if the line were taken from Jerilderie going slightly south from Pine Hills homestead, it would serve a great deal of the country which would be developed and opened up. I do not think there is any finer wheat land in Australia than that along this route. I do not agree with the evidence given by Mr. Evans. I think he is altogether wrong with regard to the carrying capacity of the country. The country between Finley and Deniliquin will carry, in a good season, a sheep to the acre to a sheep to  $1\frac{1}{2}$  acres. I know the Cornalla land fairly well. I have been through there for the last forty years, though I have not resided on it. I should not say that was wheat land at all. It is very rich land. I consider it is suitable more for dairying than for wheat; it is fattening land. Comparing Mundiwa and Tuppai, I should say the Tuppai land is the better wheat land.

436. What is the area of the estate you are managing?—Thirty-two thousand acres. It is a stud sheep property. Our main market is Queensland.

437. Could you not send your sheep to Moama and Melbourne, and then to Queensland by water?—We have never sent sheep that way. The rough sea trip to Sydney cuts that out.

438. You prefer the railway?—To Sydney, yes. I have suggested trying the Melbourne route and sending the sheep round by steamer. The Queensland buyers are not favourable to it, as they consider the sea trip to Sydney makes it prohibitive.

439. Have you many droughts?—We had a drought this year. I had 4,000 sheep away. I paid nearly £3,000 for feed agistment country at one place, and about £1,000 at another. I was getting from Victoria from 1,200 to 1,500 bags of oats a month. Sheep went up the Murray and had to be taken to Seymour and up to the Goulburn Valley. If this line had been built they could have gone over it.

440. If this line had been constructed you would have been able to save that loss?—I could have got my sheep away.

441. Where would have been the most suitable place to send your sheep to relief country?—Probably I would have sent them where I did.

442. From an agricultural standpoint, which of the two proposals under consideration is the better, mile for mile?—Stopping 20 miles away would be of no use to us.

443. You want a deviation so that it will take in portion of the Soldier Settlement?—The Soldier Settlement should have a railway.

444. Do you know the country right through from Finley to Deniliquin?—Yes.

445. Are there any large estates within the influence of the proposed line?—I could not tell how much land there is. The enhanced value for wheat is going to make

that land be cut up. It is not going to be occupied as sheep country, because the land is becoming too valuable. I think the construction of the railway will cause the land to be cut up.

446. Your Shire Council supports the line from Jerilderie right through to Deniliquin?—Yes.

447. Did your Shire Council know the proposal was to stop 25 miles out from Jerilderie?—No. We want the direct route. It is most important in stock traffic to get through as quickly as possible.

448. Is there any great trade with Victoria in stock outside that going from the estate you are managing?—Yes. There is a trade for fat stock. A lot of stock come from the back country into Victoria. There is a big stock trade with Victoria.

449. A fair quantity of wool and wheat would go by that route?—Yes.

450. *Chairman.* What are your annual sales?—About 2,000 rams and 1,500 ewes. The majority are sent to Queensland.

451. What reason do you urge for the deviation between the two lines?—It would still give us a direct line, and serve more wheat country.

452. Is it not a fact that on the north of the proposed Jerilderie-Deniliquin line, what might be called non-wheat country comes in very close to the proposed route?—To the north it is not very good wheat country.

453. To the north of the proposed Jerilderie-Deniliquin line there is not a large area of country suitable for closer settlement?—No. As you get closer to the Billabong it is not so suitable for wheat. If the line went from Jerilderie in the direction of the Soldier Settlement it would be a suitable proposal.

454. *Mr. Cameron.* You sent a number of sheep away for agistment; where did you send them?—Torramia.

455. How much oats did you use?—Between 300 and 400 bags a week, I think.

456. How long did that last?—From February till June.

457. Would it pay to feed ordinary sheep under those conditions?—I think so, at the price sheep are at present. If it pays to feed sheep at all, it pays to feed them well. I fed my sheep well and got 70 per cent. of lambs.

458. Under ordinary closer settlement conditions that would be almost impossible for ordinary settlers?—Their trouble is that they cannot get the money to pay for it. I have been feeding sheep for 40 years, and the more I fed them the more I was convinced that it pays to feed sheep well, especially when sheep are worth as much money as they are at present. The ordinary flock sheep are worth 30s. to £2 a head.

459. What would be a living area for a small man in that country?—A good man could make a fair living on 1,000 acres of wheat land, and have a chance to better his position in life, and give his family a start.

460. Is it necessary to have a reasonable area to maintain the standard of sheep at Wanganella. By cutting up the large estates there would be a possibility of losing the high standard of merino sheep?—I do not think there is any likelihood of the estate I am managing being cut up. It is entirely grazing country, carrying a sheep to about 4 acres. We require a fairly large area, because if we only bred a limited number of rams, we would not be able to supply our customers. With the numbers they require some properties require as many as 1,000 rams annually. This is not the only stud farm in the district. There are stud farms all round the Billabong; it is essentially stud country.

461. That applies more to the west of Deniliquin?—Yes.

462. You have droughts periodically?—Say one in every five years.

463. Would not the people along the suggested route find a ready market for their fodder by supplying people who have valuable sheep in the district?—Yes. If this line were constructed, we would be able to draw our fodder from that farming country instead of going away for it.



Witnesses—H. S. Schollick and J. H. Patterson, jun., 1 October, 1923.

We buy fodder every year, and in a drought we buy more. What applies to us would apply to others. We cannot grow fodder. In the last five years we have grown three crops, and they have not been much good. It does not pay us to do it.

464. On the 1,000 acres which you regard as living area, they should go in for mixed farming?—Yes.

465. Where does the fat stock go from the stations out west?—To Melbourne, and the wool also. A certain portion of the fat stock goes to Sydney, but not a great deal. The export trade would naturally go to the nearest freezing works.

466. Whether the proposed line were constructed or not, Melbourne would still be the market for fat stock?—Yes.

467. The value of this line would be the closer settlement it would bring about, and the service it would render to the pastoral area further west?—Yes. It would put the country to which I have referred into its proper productive value. If the line is not constructed, it will stay as it is.

468. If there were a safe get-away in times of drought for the stock, it would be possible to carry more stock?—Yes.

469. *Mr. Drummond.*] Is the trend of trade mostly towards Victoria?—Yes.

470. That would mean if you built a line 25 miles out of Jerilderie, your trade to Melbourne would carry a disability charge of 41 miles; but you would save 22 miles to Sydney. Under those circumstances, which line do you think the Committee should recommend?—The direct Jerilderie line. The more direct route will make the trend of trade towards Sydney; it would otherwise go towards Melbourne.

471. Some witnesses have said that it pays them better to send their stuff to Victoria, even with the break of gauge. If the line were built to Jerilderie, would it assist in drawing trade to Sydney, or would it merely penalise those who were accustomed to sending their stuff to Melbourne?—I think it would assist to draw the trade to Sydney. I do not see how it is going to penalise it. If a man has two miles to cart his wheat, as against 30 or 40 to get it to Victoria, he would send it to Sydney.

472. *Mr. Burke.*] Your natural market is Melbourne at present?—Yes.

473. If the railway were built, your natural market would still be Melbourne?—It depends on how you are going to be served with the line. If it costs less to go to Sydney, we will send to Sydney.

474. *Mr. Drummond.*] Is there much travelling between Deniliquin and Finley at present?—I do not think there is very much.

John Hunter Patterson, junior, grazier Hartwood, representing the Coonargo Shire, sworn, and examined:—

475. *Mr. Cameron.*] Will you make a statement with regard to the two lines under consideration?—The railway, whichever way it goes, will go practically through 40,000 acres of one riding. My property is north of the proposed line from Jerilderie to Deniliquin. My opinion is that the line from Jerilderie, or south of it, at Wunnamurra, through to the Pine Hills homestead, on to Deniliquin, would be the most beneficial as a paying proposition, because it would run through good red farming land. It is not going to cut up any big estates, because the majority of the estates are already cut up. The land is in areas of from 1,000 to 5,000 acres, and could be turned to much more beneficial use if farmed as well as grazed. The trouble is that the carriage of wheat by team is too expensive, by reason of the distance. It would affect the southern portion of my property slightly. There are about 5,000 acres on the southern portion which I consider good farming land, and the rest of it I do not think

is suitable. The area of my property is 38,000 acres. Before I came to this district, in 1913, the southern portion of Hartwood was all sold—that is 10,000 acres of it—in blocks of 5,000 acres downwards. The smallest is about 500 acres. Those men are all doing well. I suppose half of them are still grazing. The line to Pine Hills homestead would benefit the Soldier Settlement, and our Council considers it absolutely necessary that that settlement should be served. To make the Soldier Settlement a success, it must have a railway line closer than it is at present.

476. How far would that be from the Soldier Settlement?—About 6 miles from the northern boundary. The carriage of wool, and other produce, is 1s. 3d. a ton per mile. You could not cart wheat more than 12 miles at those rates. There are 40,000 acres of land there, most of which is wheat-growing land. In the next, the B riding, I suppose there are 20,000 acres of wheat land. In the B riding, it would go through one large estate, of which, whether the railway is constructed or not, I think half will be cut up next year—that is the Mundiwa estate. I have seen the Settlement develop, and have helped one or two men on the Settlement. They are all in a good financial position to-day.

477. Are the original holders still there?—Yes, with the exception of one, who never worked his property. He had a big area, and used to lease it to another man to farm.

478. Where do they take their wheat now?—Half from Pine Hills goes to Finley and half to Deniliquin. None of it goes to Jerilderie, as the haulage is too far. I favour the route going from Wunnamurra and then on to the Pine Hills homestead. It would go through better country than from Jerilderie. The Council is in favour of the line going right through to Deniliquin, but our main concern is the serving of the Soldier Settlement.

479. Would you advocate the line going right on to Deniliquin?—A tremendous lot of produce goes from Liverpool Plains, and in that direction in a drought year. That is only now and again. In 1915 there were something like 5,000 tons of fodder, which came to Jerilderie from one station alone. The fat sheep will go to Melbourne, because they are only 24 hours in the truck. But it would not pay to take the wheat, once it is on the truck, unless the rate is very much dearer, off the truck and tranship it to Melbourne. It would go straight to Sydney, because the handling charges would be too expensive to go to Melbourne.

480. Regarding the transport of stock in times of drought, and getting fodder in, would not that give great relief if the line only went 25 miles out?—Certainly.

481. You consider the country would be well served if it did not go right to Deniliquin?—Yes.

482. You prefer that route in preference to the one from Finley to Deniliquin, even if the latter went right through?—It does not benefit the good wheat country as would the other proposal. The majority of the settlers in the Soldier Settlement are doing well, or on the way to do well. They have been very much handicapped by not having sufficient capital to start with, but the good men are getting along satisfactorily.

483. Do you think those men would be able to pay rent for their land and take over their liabilities fully?—I do not think so yet. If they get the price they have been obtaining during the last two or three years, another year should do them. They are doing as well as any soldier settlement, and better than many I know of.

484. If other areas were made available, do you think the land would be bought?—Yes.

485. What would be a reasonable price for the land?—Within the region of £5; it might be a little more. The land would range from £4 to £6 10s. It would carry about a sheep to 1½ acres.

486. At those prices they would have to grow wheat?—Yes. It would be impossible to graze at that price for the land. Properly farmed, they would nearly graze as many sheep now in addition.



Witnesses—J. H. Patterson, jun., and A. C. Fitznead, 1 October, 1923.

487. What would you reckon a sufficient area on which to make a living?—One thousand acres. They would have to farm at least 300 acres. That would necessitate having 600 acres—300 acres would have to be fallowed.

488. *Mr. Drummond.*] Would this line be of any great advantage from the stock point of view in time of drought?—Yes.

489. Where do you usually find your relief country?—In the mountains around Goulburn and around Wagga and Albury.

490. Even if the line were constructed only 15 miles out, it would be a distinct advantage to the stock-owners further west?—Yes, it would be better than having no railway.

491. One witness expressed the opinion that if the line terminated 25 miles out, it would be a good thing; do you agree with that?—No. I think it will eventually go to Deniliquin. Twenty-five miles out would be a big advantage, and would mean you would only have 12 miles to cart each way with wheat. It would serve all the farming areas.

Arthur Churchill Fitznead, shire engineer and valuer for the Conargo Shire, near Deniliquin, sworn and examined:—

492. *Mr. Drummond.*] Will you give your views with regard to the two proposals before the Committee, as to which would be the better paying proposition, and be of the greatest benefit to the district?—I would say the line from Jerilderie to Deniliquin.

493. A suggestion has been made that instead of taking off at Jerilderie, the line should take off about Wunnamurra on the Jerilderie line, and swing a little further south to the Tuppall Soldier Settlement; do you think that would be an improvement on the direct through line?—I would still say the direct line would be of the greater service.

494. Mr Hodgson stated in evidence in 1914:

Having travelled through the agricultural land lying between Finley and Deniliquin and Deniliquin and Jerilderie, I am of the opinion that the location of the proposed line could be materially improved in the interests of existing and prospective settlement by making the connection between Finley and Deniliquin instead of Jerilderie and Deniliquin. Such a line would fully serve the whole of the agricultural land, and would, in the first instance, pass through the centre of the Government resumption of 50,000 acres of the Tuppall Estate. The proposal between Jerilderie and Deniliquin, as submitted to me, merely skirts the northern boundary of the agricultural land.

What is your opinion of that statement?—Mr. Hodgson probably came to that conclusion through travelling along the road from Deniliquin to Jerilderie. The proposed railway does not go anywhere near the road. It goes into different country altogether. The Deniliquin-Jerilderie road traverses more or less along the Billabong, which is not very good country. Along the line from Jerilderie to Deniliquin, through Pine Hills, would be very rich country. Had Mr. Hodgson travelled along the proposed route he could have only come to the conclusion that it was the richest country of the whole shire.

495. Do you know the Moulamein Creek country?—I know every acre in the shire.

496. Is the land which is situated 4 or 5 miles towards Moulamein Creek of a heavy character?—It is heavy black soil.

497. So that Mr. Hodgson's statement would be correct?—I think not. I presume the line would not go as straight as shown on the map; that there would be a curve.

498. The proposed route is practically direct from Jerilderie. But there is a suggestion to take off a little lower down than Jerilderie, say at Wunnamurra, and bend towards the Tuppall Soldier Settlement?—That would leave the Billabong altogether. It would start in good country, and continue in good country right through.

499. You would leave the stiffer country away to the north-west?—Yes.

500. The question has been raised that if the line were built from Jerilderie 25 miles out towards Jerilderie, it would leave a lot of the country towards the Murray too far distant from rail to be effectively developed. Do you know the land south of Tuppall towards the Murray?—Yes. I know the country south of the Tuppall-road. That has all been settled. The small area which remains south of the Tuppall Settlement belongs to the Tuppall Station. That country is already served by the Finley-Tocumwal road. That traffic would never go north.

501. Would they not have rather a long haulage—over 20 miles?—No. From Tuppall to Tocumwal is only 14 miles, whence they have direct communication with Melbourne. That area is already served.

502. A witness on the Soldier Settlement stated he was at present hauling 22 or 23 miles to Finley?—His nearest point would be Tocumwal. Hauling to Finley he might have to go a little further.

503. Have they roads through that country to Tocumwal?—Yes. There are roads at intersections of every mile. He could get to a railway within 22 miles.

504. Assuming he had to haul 20 miles, we have been assured by witnesses that that would be a very serious handicap?—It is undoubtedly. The haulage rates are a 1s. to 1s. 3d. per ton per mile.

505. Are you satisfied that the best proposal would be to carry out the construction of the line which runs almost direct from Jerilderie towards Deniliquin bearing a little to the south?—Yes.

506. Why should the line not terminate 25 miles out from Jerilderie?—We are anxious to get direct communication with Sydney for passengers and goods. If the line stopped 20 miles from Deniliquin, I do not think you would get so much traffic as would be the case if it went right through. There is a lot of good agricultural land which would be served in the intervening distance of 20 miles.

507. How far out does effective farming operations extend from Deniliquin at present?—Until you get 12 miles out you do not come into solid farming operations.

508. Is that due to the land not being particularly suitable for farming for 12 miles around Deniliquin?—No. The land is quite good enough, but it is not cut up.

509. *Mr. Mahony.*] Is the Deniliquin land locked up; are there big estates around Deniliquin?—Yes. There are several large estates around Deniliquin. Warbreccan and Mundiwa are two of the largest.

510. What are the large estates being used for at present?—Grazing.

511. Is the land suitable for agricultural purposes?—There is a very large area on both those estates which is suitable for wheat growing.

512. *Mr. Travers.*] Would you say that the last 10 miles of the country on either of the proposed routes, that is from Jerilderie towards Deniliquin or from Finley towards Deniliquin is as good as the country further east to Finley or Jerilderie?—No; I will not say that. As you go east the country improves from a wheat-growing point of view; there is not so much grass country in it; it is red country suitable for agriculture. We pick up the good country about 10 or 12 miles from Deniliquin.

513. And from that on it is not so good?—No. The moment you get on to the rivers or creeks it is different soil—black soil.

514. How much wheat has been grown in the country which is not so good for wheat-growing, say 10 miles out?—There are odd farmers who grow wheat. The red country sometimes takes a sweep into the black. There is not a straight line of demarcation between the black and the red. There are wheat-growing centres within a mile of Deniliquin.

515. It has been stated definitely that the land to the north of the proposed line from Jerilderie towards Deniliquin is not as good as the land to the south; it has further been stated that the line running from Finley to



Witnesses—A. C. Fitznead, R. W. Holmes, and T. F. Keys, 1 October, 1923

Deniliquin would practically serve the whole of the good country that would be served by a line from Jerilderie towards Deniliquin, with the additional advantage that the country to the south of the proposed line from Finley to Deniliquin would not be served by the line from Jerilderie towards Deniliquin; do you agree with that?—Yes. But you would lose all the country to the north by that route—the country from Pine Hills.

516. Would not Pine Hills be within the influence of line from Finley to Deniliquin?—Yes.

517. On that it has been suggested that the line from Finley to Deniliquin should go a little further north to pick up some of the good country you are speaking of. Taking that into consideration, would not the line from Finley to Deniliquin serve the whole of the best country?—Yes, but as against that, you would do away with the direct communication.

518. What would be the value of direct communication?—It would be 40 miles nearer to Sydney.

519. The difference is really that a line from Deniliquin to Jerilderie would save 26 miles of haulage over and above a line from Deniliquin to Finley; but the extra cost of construction would mean that you would be constructing a line 45 miles in length, as against a line 36 miles in length; and taking them both at the average rate of £5,000 a mile, the Jerilderie to Deniliquin line would cost £225,000, and the line from Finley to Deniliquin would cost £180,000; that is a difference of £45,000 in favour of the line from Finley to Deniliquin. Looked at from that point of view, which line would you recommend?—If I thought the possibility of getting the Finley to Deniliquin line were greater than the other, I would favour it, assuming that it went well to the north.

Richard William Holmes, farmer, 13 miles east of Deniliquin, sworn, and examined:—

520 *Chairman.*] What experience have you had in this district?—I came here in 1874, and have been here ever since. I am leasing 1,100 acres. Seven hundred acres are under crop. My place is on the Finley-Tocumwal road.

521. Which line do you favour?—I think the line from Finley to Tocumwal would be the best. It goes through the best country.

522. Is the country to the north of the Deniliquin Jerilderie line as far as Moulamein Creek not as good on the whole as the country on the south?—Not nearly as valuable; it is not suitable for cropping. Near the Billabong on the north is not agricultural land. The Jerilderie towards Deniliquin route intersects a lot of poor country.

523. There is a suggestion to take off at Wunnamurra and go through Pine Hills towards Jerilderie?—A line running from Finley to Deniliquin will not leave good country further than 15 miles away from the line, not even on the north.

524. Taking the country which would be served by the proposal you support, what area do you think would be sufficient to give a man a decent living?—Six hundred to nine hundred acres. A man must fallow and have a place for his sheep. He would want 400 acres under crop each year.

525. What advantage would there be in sending a line right through from Finley to Deniliquin?—I would favour the line from a national standpoint. It would be of service when there was a drought in the west of Victoria.

526. If the line from Finley to Deniliquin were adopted, would it leave any of the country to the north towards the Billabong or Moulamein Creek outside the zone of effective railway influence?—It might leave a very small area of good agricultural country. You would go five or six miles south of the Billabong before you would get agricultural country.

527. What would be the advantage of having railway connection with Sydney?—We do a great deal of business

with Sydney now. We get all our wire and iron from Sydney, with all the disadvantages we are labouring under.

528. How far are you from the Tocumwal line?—Thirty-three or 34 miles. When there is a rush, Tocumwal is a bad place to go to.

529. What particular advantage would there be in having connection with Sydney?—I do not speak particularly of Sydney. On one occasion we had to provide feed for horses and cattle a fortnight ahead. We ordered it from Sydney, but it did not arrive for a month or two after. Some of the stock were dead when it came.

Thomas Frederick Keys, farmer, Somerleyton, Deniliquin, sworn, and examined:—

530. *Mr. Travers.*] Where is your place situated?—On the Tocumwal road, 12½ miles from Deniliquin. I am a member of the local branch of the Farmers and Settlers' Association. It has 100 members. Both routes have been discussed by the members, and it was unanimously decided to support the construction of a line from Finley, in a north-east direction to Pine Hills homestead, to deviate through the Soldier Settlement, which would serve all the available wheat country; and that a line brought from Wunnamurra or from Jerilderie would only tap a portion of the best of the southern side. We claim that the line we advocate would be the best paying line.

531. Would you suggest that the line should go further north than marked on the map, with a view to serve the good country on the north?—Yes, making one line serve every purpose.

532. Will one line serve the best country lying between Moulamein Creek and the Murray, or eastward of the existing Jerilderie line?—Yes. I believe the settlers on the Tuppal Soldier Settlement were promised by the present Minister years ago that a railway would be constructed to the Settlement. At the end of that Settlement there is another batch of men who have taken up land on Tuppal. If a line is constructed, and stops 25 miles out, the men will not be served at this end. Such a railway would be of no more advantage to them than if it were never built.

533. Taking the Soldier Settlement as being about the centre of the Moulamein Creek and the Murray River, where do you consider the best country lies—to the south of that?—I think to the south.

534. If your suggestion were carried out to swing the line some distance to the north, would that leave out the good country on the southern side?—Not too much of it, because the line would go near enough to pick up all that good country.

535. We have had it in evidence this morning that about 1,000 acres is considered a fair living area in this district, particularly for wheat-growing; do you agree with that?—I consider a man could make a decent living on from 900 to 1,000 acres.

536. Taking 1,000 acres as being a fair average, what would be the value of that land under present conditions?—£4 10s. to £5 10s. an acre.

537. What is the area of your property?—Secured land 815 acres. I have also some leasehold land. I am grazing and farming. I have a crop of wheat at present. I have been on my present holding between seven and eight years.

538. What do you do with your wheat?—It has to go to Melbourne, unfortunately. There are no means of getting it to Sydney unless by carting it 23 or 24 miles, and the cost of doing that would take all the profit out of it; consequently, it has to be put on the Deniliquin line and sent to Melbourne.

539. What do you mean by saying that unfortunately it has to go to Melbourne?—Because I want to patronise Sydney.

540. If the price is better in Melbourne, would you still send it there?—I presume a man who wishes to make his way, will send his wheat to the best market.



541. If the line were constructed, and market conditions in Melbourne were better for you from the financial standpoint, would you still go to Melbourne?—Not necessarily. I would have been very pleased at one time to send it to Sydney, but I could not get it there owing to the cost of cartage.

542. Even if this line were constructed, do you think it would pay you, unless the difference was very marked, to change your financial relations from Melbourne to Sydney?—No, not often; at certain times it would.

543. What does it cost you to send a bushel of wheat from Deniliquin to Melbourne?—Six and one-eighth pence. It would cost  $\frac{1}{2}$ d. less to send it to Sydney.

544. That  $\frac{1}{2}$ d. would practically be made up in the charge from Deniliquin to Sydney?—It would be more than made up as it is at present.

545. It has been suggested that the land 12 miles east from Deniliquin on the average is not as good as the land from Deniliquin right out to Finley?—I do not agree with some of the evidence given. I am not going to take 12 miles out; I will take 9 miles out, or even less than that, and it is land on which a man could make a good living on 1,000 acres.

546. Would that be the average?—Yes.

547. Is your own land first-class land?—Wheat and grazing land. Portion of my land is subject to floods.

548. Taking a radius of 12 miles from Deniliquin in an easterly direction, is there much of that country within that area subject to flood?—No. The floods are only on the creeks and rivers.

549. What has been your average yield over a period of five years?—Five bags to the acre.

550. Would that be a fair average yield for the whole district?—I am not putting it high, because I do not wish to give a figure which can be refuted. Taking a period of five years, the average would be five bags to the acre or slightly over.

551. Generally speaking, if the line were constructed right through from Finley to Deniliquin, do you think the flow of traffic would alter that—that is to say that a great deal of the traffic which finds its way from Deniliquin to Melbourne would go *via* Finley to Sydney?—I am not prepared to say it would. But there are times, and we have seen them, when the advantages of this line would be great owing to our being able to get a way south. At one period we want to go north; at another south. If this line were constructed, we would have the advantage of being able to go either way.

552. Would not the fact that a private company is operating between Deniliquin and Moama help to increase the charge of  $6\frac{1}{2}$ d. to Melbourne very much?—To a certain extent, it would.

552 $\frac{1}{2}$ . In view of the fact that Victoria has the right to purchase the line from Deniliquin to Moama, and make it part of the Victorian system, is not that likely to be a factor in improving the conditions of the farmers here, insofar as the through rate to Melbourne is concerned?—Probably it would be.

553. Apart from through traffic, does any traffic between Deniliquin and Moama cost more per mile than on the Victorian system?—On some goods it does considerably; it is less on others. On stock it costs less. The Soldier Settlement area is one of the finest which has been granted to returned soldiers. Generally speaking, unfortunately, the areas are too small. If, instead of having 750 or 800 acres, they had 1,000 acres, with good facilities for getting their produce away, the majority of those men would make a good thing in a very short time, because they are good workers. Which-ever route is recommended, it is most essential that the soldiers should have the benefit of a railway. From a national standpoint, we, at this end, should have the line right through to Deniliquin, so as to give us an opportunity of going in whatever direction we wanted to go.

554. If the line were taken to Deniliquin, what would be the nature of the traffic between Deniliquin and Finley?—It would be shorter to get to Tocumwal. There

would be merchandise and different things. The Sydney market is often better than the Melbourne market. We could take advantage of the best market. Stock are often driven to Tocumwal. They would be put on the line between here and Finley, instead of being driven to Tocumwal.

555. Could you not send stock over the existing line from Deniliquin to Melbourne—a distance of roughly 200 miles?—Yes, if they liked to drive them into Deniliquin. It is not always suitable to send them to the Melbourne market.

556. Still, the stock would be likely to take the shorter route to Melbourne?—Undoubtedly.

557. The suggestion has been made that, if the line were run out 20 miles from Finley, it would practically serve the whole of the Soldier Settlement. Would that offer any considerable relief to the people in and around Deniliquin?—I do not think so. It would not offer any to me, and I am  $12\frac{1}{2}$  miles out. I am just as well served now as I would be if the line came that far.

558. What about fat lamb raising?—That is one of the best propositions in the district.

559. Where do you generally find a market for lambs?—In Melbourne at present. There is nothing to prevent Sydney getting its share of that traffic, if an opportunity were given to untruck them at certain stations to feed them, as I have done on the way to Melbourne.

560. Would the line from Jerilderie, 25 miles out, be any good to you?—No.

561. Which line would you consider the better—the Jerilderie to Deniliquin, or the Finley to Deniliquin line?—The Finley line, for the reasons I have already given.

562. If you had railway connection with Finley, would you be able to send wheat to Sydney at a rate  $\frac{1}{2}$ d. less than you send to Melbourne?—Yes.

563. Did it occur to you that if you had connection *via* Finley there would be a corresponding reduction in the Victorian rates?—There probably would be.

564. I suppose it is reasonable to assume that when the Deniliquin-Moama line becomes part of the Victorian railway system, it will tend to cheapen rates?—It should. But the experience has been that wages go up and freights do likewise in order to pay the increased wages.

565. One witness said that 95 per cent. of his trade went to Victoria, and his merchandize came from Victoria. Another witness stated that 75 per cent. of his fat lambs went to Melbourne. Do you consider those statements give a fair indication of the trend of trade?—At present.

566. If the line were constructed linking up with Sydney, would you send your fat lambs a distance of 500 miles to Sydney, instead of the much shorter distance to Melbourne?—It would depend on which was the better market.

567. Ordinarily do you think it would be reasonable to send fat lambs 500 miles?—No.

568. You look at this proposition from the point of view of the development of the district with which you are connected?—Yes.

569. And the position is that practically the whole of your trade under present conditions goes to Victoria, and no matter what extension was made your trade would still go there?—I would not say that. I can drive my sheep into Deniliquin in one day. I advocate this line for the benefit of the whole district.

James Vallentine Ingram, farmer, 10 miles east of Deniliquin, sworn, and examined:—

570.] *Mr. Drummond.* Do you favour the construction of the Jerilderie to Deniliquin or the Finley to Deniliquin line?—The direct line from Jerilderie to Deniliquin. If an alternate route to Melbourne is wanted, it should go *via* Finley; but if communication with Sydney, then it should go *via* Jerilderie. To stop 25 miles out from Jerilderie would be to end in the bush; and it would be a non-paying line. To go through to Deniliquin you



*Witnesses*—J. V. Ingram, 1 October, and C. A. Hodgson, 23 October, 1923.

would not only have connection with Moama, but you would also connect with the new line to Wentworth, and the whole of the western district of Victoria would be a feeder. At present we cannot deal with Sydney. The last transaction I had with Sydney was in 1900, when I got a truck of fodder salt for sheep, and it cost me about three times as much to get it from Finley as it did from Finley to Sydney. The line should take off a little south of Jerilderie, say at Wunnamurra. The nearer you get to Tuppall Creek the worse the country gets.

571. Do you raise fat lambs?—Yes, and wheat and hay. I suppose we grow some of the finest wheaten hay in Australia. I send it generally to Deniliquin. I sell it at Deniliquin. I would often sell in Sydney if there were a railway.

572. What benefit would the construction of a line be from Finley to Deniliquin?—It would be an alternate route, that is all. It would be of no great benefit to me.

573. Why do you say the line 25 miles out would not pay?—Because there is practically no population; there are only a few farmers.

574. If it would not pay, can you explain why it would pay if extended to Deniliquin?—Because it would connect with other lines. There would be a connection with big interests to the west, with the western district of Victoria, and with the new line to Moulamein and Balranald. People from Swan Hill and Bendigo would come that way. It would be 40 miles nearer to Adelaide that way.

575. Would not the principle merchandise traffic still come from Victoria?—A certain amount would come from Victoria, but if we wanted anything from Sydney we could get it.

576. Taking a curve south-west of Jerilderie, do you not consider the country there if cut up and farmed is good enough to make the line pay?—You would require the through traffic.

577. If the line does not go right through from Jerilderie to Deniliquin, would you prefer the line from Finley to Deniliquin?—I do not think that would make much difference, because there would not be a direct through connection. When the Albury line was built, it was thought that it would not pay; but it pays now, because of the through traffic.

578. *Mr. Mahony.*] What is the area of your holding?—About 4,000 acres. I have generally about 400 or 500 acres under cultivation.

579. If the line were constructed, would you put the bulk of your land under cultivation?—I do not think so, because my opinion is that 10 per cent. of one's holding is a fair area to put under cultivation, in order to keep it clean.

580. You are a farmer of many years experience?—I have been fifty years in the district and forty years where I am now.

581. Would you say only 10 per cent. of the land is suitable for agriculture?—The whole lot is suitable.

582. Do you consider it is a paying proposition to put only 10 per cent. under cultivation?—Yes. I generally cultivate for two years, and leave it out of cultivation for several years. I get as good a crop now as I ever did.

583. Some witnesses stated that 1,000 acres is a living area?—I believe it is.

584. Do you think a man could get a living with one hundred acres under wheat?—Yes. It is better to have 100 acres under cultivation and to get a good crop, than to put in 400 or 500 acres and get a crop of wild oats.

585. What price per bushel should you get to make wheat growing pay?—2s. 6d. under pre-war conditions; now 5s. a bushel is not too much.

586. If a man had 100 acres under crop, do you propose he should also run sheep?—Yes, mixed farming—dairying perhaps. He could grow fat lambs and sheep, and make a decent living.

## TUESDAY, 23 OCTOBER, 1923.

*Present:*—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Finley to Deniliquin.

Charles Austin Hodgson, Chief Traffic Manager, Department of Railways, recalled, and further examined:—

587. *Chairman.*] You have some further evidence to give with regard to the estimated cost of construction, interest, working expenses and estimated revenue of lines from Finley to Deniliquin, and from Finley towards Deniliquin?—Yes, it is as follows:—

ESTIMATE for proposed railway Finley to Deniliquin, 36 miles 14 chains, and alternative for a length of 20 miles from Finley towards Deniliquin.

Finley to Deniliquin.	
Estimated cost of construction ..	£180,000
Interest at 5½ per cent. on above ..	£9,900
Working expenses .....	8,064
	17,964
Estimated revenue .....	10,080
Difference .....	£7,884
Finley towards Deniliquin for a distance of 20 miles.	
Estimated cost of construction ..	£100,000
Interest at 5½ per cent. on above ..	£5,500
Working expenses .....	4,480
	9,980
Estimated revenue .....	5,600
Difference .....	£4,380

588. That shows that the average revenue per mile in the construction of a line from Finley right to Deniliquin is slightly higher than the revenue per mile of a line from Jerilderie for a distance of 25 miles towards Deniliquin?—Slightly less.

589. Would not the line 20 miles out from Finley have the advantage of serving a fairly large circle at its terminus?—Yes; you could take a 10-mile circle.

590. The average revenue per mile is somewhat less than with the through connection?—It is the same.

591. *Mr. Travers.*] It has been suggested by the people in the district that a line from Wunnamurra to the Soldier Settlement, say for a distance of 25 miles, would be a better line than that suggested by the Department from Jerilderie towards Deniliquin. Would you expect to get as much revenue per mile from the line going to the Soldier Settlement as you would for the same distance from Jerilderie towards Deniliquin?—I stated on a previous occasion that it was not intended to run direct from Jerilderie to Deniliquin, but to take a southerly direction in order to get into the good land. That would have the same effect as starting from Wunnamurra. It was intended to go south and link up with the proposed line from Finley to Deniliquin, somewhere about the Soldier Settlement.



The line as shown on the map in red, straight from Jerilderie to Deniliquin, runs along the northern border of the good land. The line should be run not along the border of the good land, but through it, so that traffic could be obtained on both sides.

592. Would you expect the line you suggest would serve as much good country, say proceeding south and then west to 25 miles out from Jerilderie, as a line 25 miles out towards Deniliquin?—Yes.

593. What other advantage would the line have which you suggest?—It would cheapen the cost of transport. The nearer you can bring your produce to the market the better. If you have produce grown in the Soldier Settlement, the settlement should be connected with its market. I am assuming its market is Sydney, as there is not a uniform gauge. You would want to link up with Sydney by the shortest route. It is a much shorter route to go direct to Jerilderie than to go round by Finley and Berrigan.

594. The line you suggest, if it were considered advisable to link up with Deniliquin, would lend itself just as readily to that as would the line from Finley to Deniliquin as marked on the map?—Yes. I have another reason for recommending it—that is looking to the future. Assuming the gauges are unified, that will have the effect of throwing the Rivina traffic into Melbourne. Then all the existing lines north of Jerilderie would want to reach the border in the quickest possible way. Take for example traffic from Narrandera going to Melbourne: that would go to Jerilderie and would then either have to go round from Berrigan to Finley and to Deniliquin, or it would go by the direct route from Jerilderie.

595. *Mr. Drummond.*] Taking the two lines: there is approximately the same proportion of estimated loss whether they run from Jerilderie or from Finley?—Yes. The line from Jerilderie is a little longer.

596. If the line from Finley to Deniliquin went out 16 or 17 miles, that would only leave 10 miles to a station either to Deniliquin or to the Finley line?—Yes.

597. If that were done, instead of taking it out 20 miles, would it make any difference in the estimated loss?—Very little.

598. If the line went out 17 miles would you not get as much traffic as though it went 20 miles out?—That is not our experience. Our experience on these pioneer lines is that the further out you put them, the more country you get developed.

599. If a place were not more than 10 miles from the railway, would it not be fairly well served?—From my point of view, yes; but not always in the producers' opinion. For agriculture, we consider about 10 miles on either side of the line would be within its influence.

600. If your sidings were reasonably close together about 12 miles would then be the maximum haulage?—Yes, provided there are roads available.

601. *Mr. Doe.*] In the event of the line being run from Wunnamurra, with the sweep you suggest to the Soldier Settlement, would it be more difficult to work than if it were run straight out from Jerilderie?—It is very undesirable to have a junction of two lines at an unmanned place. It can be done. We have places where it is done; but it leads to a good deal of delay.

602. For the sake of 4 miles, you do not think it would be desirable?—I do not think it would. Jerilderie is naturally the spot where we could combine our trains. We should have to run our trains out from Jerilderie in any case. We could not run from Wunnamurra to Deniliquin and link up with the Finley train at Wunnamurra.

603. Would there be any saving in the length of construction of the take-off were at Wunnamurra?—Probably there would be a little.

604. Would that be a sufficient set-off against the additional disadvantage you would suffer?—No.

605. *Mr. Drummond.*] If it would save 3 miles of actual construction that would represent £15,000. Would that cover the cost of working the junction that far out?—With the interest on the capital cost, I am afraid it would not.

606. Would you be under the necessity of having a man in charge at the junction?—Not necessarily. We could arrange it otherwise. It would be fairly costly to put it in. We should have to provide fairly big signalling arrangements and probably have to run out on the electric staff; otherwise we could get into trouble. In a number of cases, even where we come in at a point on a line away from our depot, we run our lines parallel with one another in order to bring the junction under control.

607. Would you have to run down the parallel line to take-off at Wunnamurra?—We would not do that. We would get right away from Jerilderie. It would not be far away from the other line. By the time we got to Wunnamurra, it would still be pretty close. Wunnamurra is just as by-siding. We have never had any staff there.

608. It would be no gain to the people affected or to the Railway Construction Branch to have a line take off at Wunnamurra?—We would get no new traffic until we got beyond the influence of the line, because the existing line serves it.

609. *Mr. Burke.*] In the event of the line from Finley to Deniliquin being preferred, would you favour the construction of a line 20 miles out or a line right on to Deniliquin?—A line 20 miles out.

610. For what reason?—The loss would not be so heavy.

611. Is it because the country for 20 miles on to Deniliquin is not of good character?—It is not so good as the other.

612. Are you of opinion there would be no great amount of trade done with Deniliquin on that line?—There would not be a great deal.

613. Not sufficient to compensate for the extra cost of construction?—No. Though I am not pressing the point, under existing conditions the Finley line would suit us best. We would get more revenue; we should get additional mileage.

614. *Mr. Cameron.*] That part of the country would be better served from Melbourne?—Undoubtedly. All that country will be Victorian when the gauges are unified.

615. It would not be advisable to attempt to force the trade to Sydney?—It would be hopeless, and uneconomical.

616. It would not be fair to the settlers?—No.

617. *Mr. Mahony.*] Would the line you suggest leave out any of the good country to the north or north-west?—No. The good country is south of the direct line from Jerilderie to Deniliquin.

618. *Mr. Travers.*] Would you take in any of that traffic on your suggested line which now goes to the Finley line?—Not a great deal.

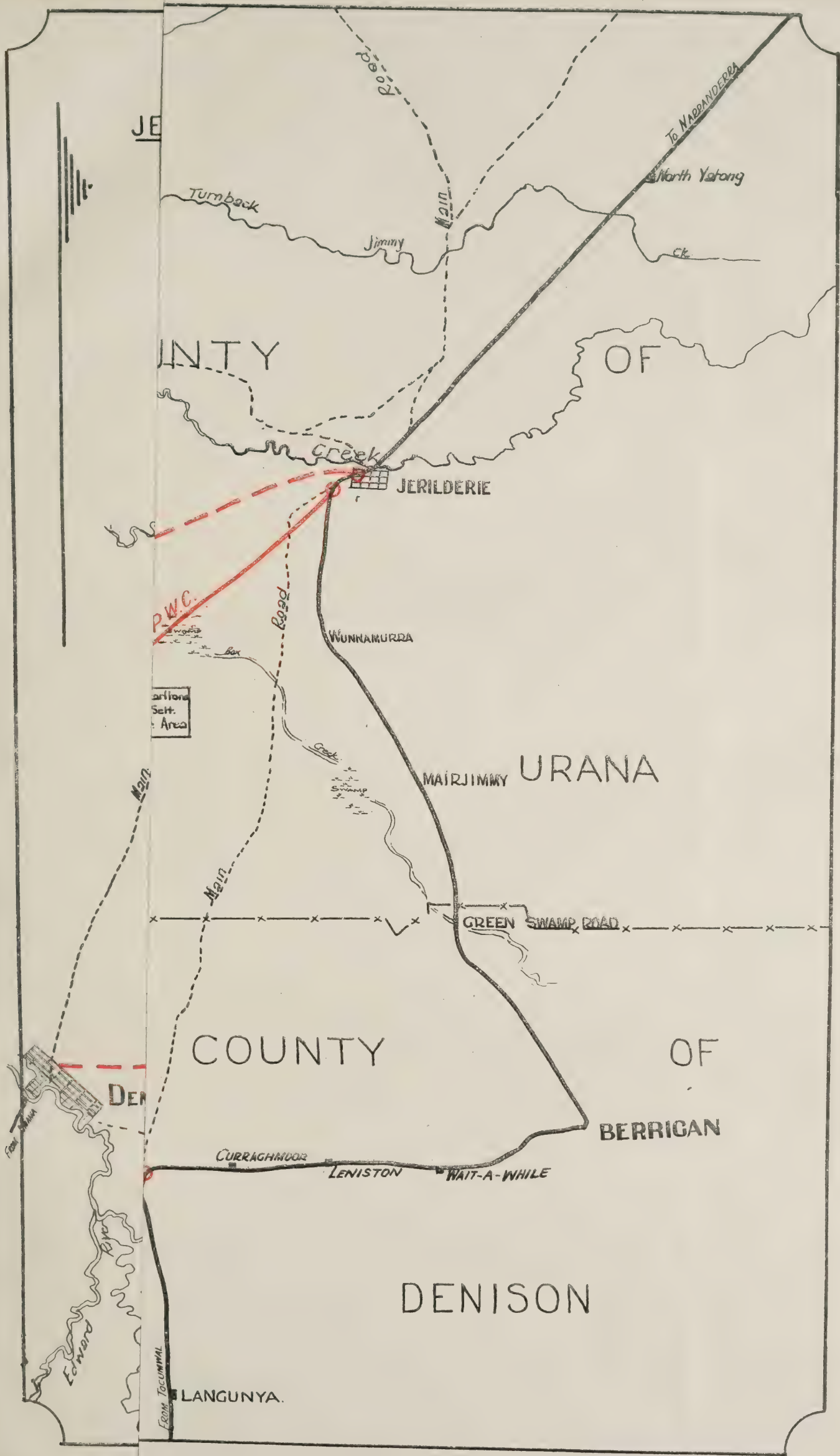
619. Your line would strike the proposed line from Finley to Deniliquin at a point about 14 miles from Finley, and then would proceed along that route for another 6 miles?—Yes.

620. So that the terminal point of your line would be about 20 miles from Finley?—Yes.

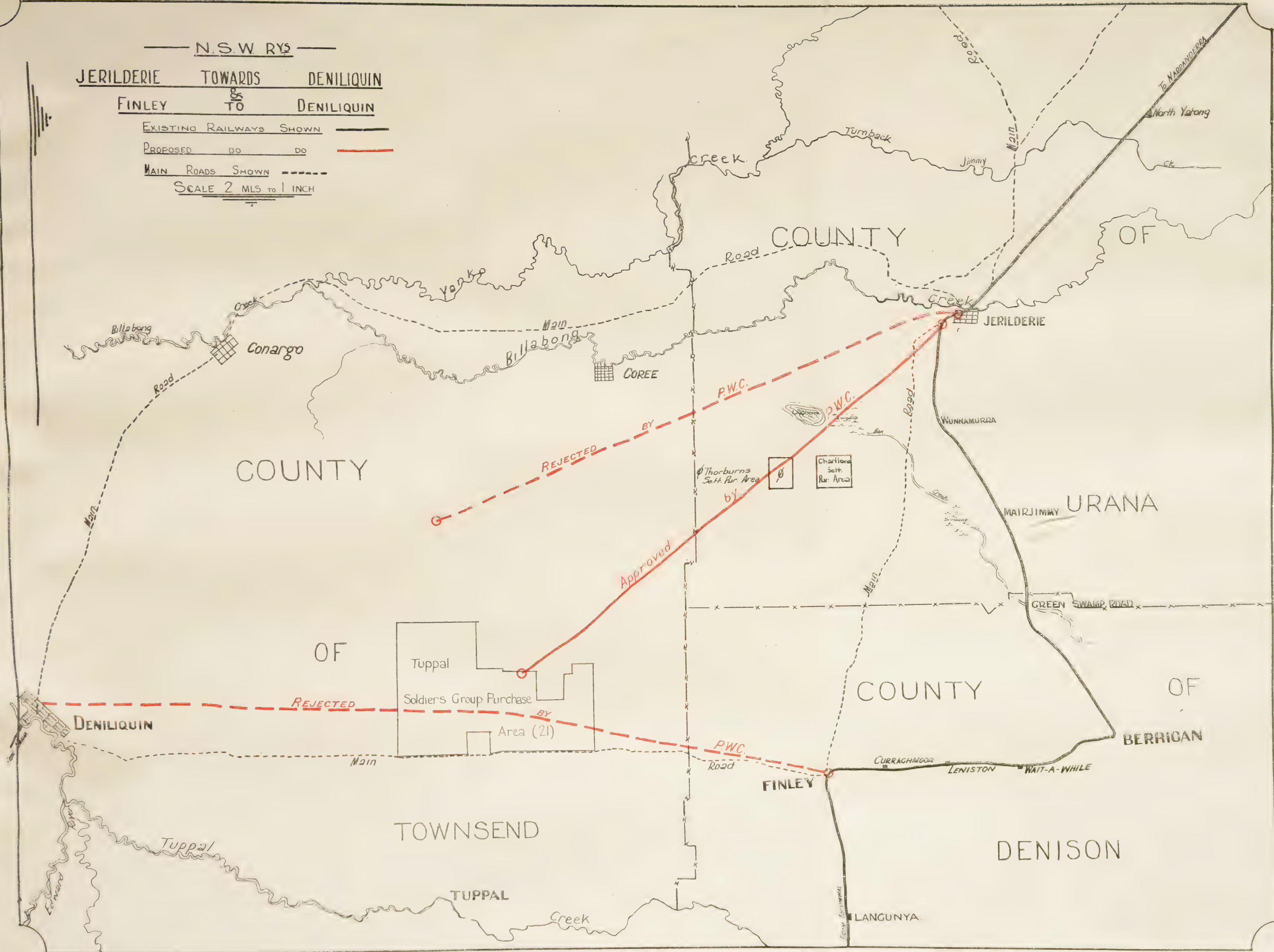














1924.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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PARLIAMENTARY STANDING COMMITTEE ON  
PUBLIC WORKS.

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FIFTH REPORT

TOGETHER WITH

MINUTES OF EVIDENCE

RELATING TO THE

PROPOSED RAILWAY FROM GLEN INNES TO  
INVERELL.

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Presented to Parliament in accordance with the provisions of the Public Works Act,  
3 Geo. V No. 45.

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*Ordered by the Legislative Assembly to be printed, 1 July, 1924.*

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## MEMBERS OF THE COMMITTEE.

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The Honorable JOHN TRAVERS.

The Honorable ROBERT MAHONY.

## LEGISLATIVE ASSEMBLY.

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BRIAN JAMES DOE, Esquire.

DAVID HENRY DRUMMOND, Esquire.

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# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## PROPOSED RAILWAY FROM GLEN INNES TO INVERELL.

### REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the Second Session of the present Parliament, under the Public Works Act of 1912 (3 George V, No. 45), and the Parliamentary Standing Committee on Public Works Election Enabling Act of 1922 (13 George V, No. 19), to whom was referred for consideration and report "the expediency of constructing a line of railway from Glen Innes to Inverell," have after due inquiry resolved that it is not expedient the proposed railway be constructed; and in accordance with subsection (d) of Clause 34 of the Public Works Act of 1912, report their resolution to the Legislative Assembly:—

#### INTRODUCTORY.

1. The official evidence submitted at the opening of the inquiry shows that the proposal to connect Glen Innes with Inverell by rail has been reported upon by the Committee on four different occasions, viz., in 1892, 1893, 1903, and 1916. On the first occasion the proposal was negatived, the evidence showing that the then estimated cost of construction (£427,000) was excessive and indicated the probability of a serious annual loss on the working of the line.

On the second occasion the Committee considered it expedient that the line should be constructed, provided the cost did not exceed £7,000 per mile (the estimate was then £7,975 per mile), that special local rates were charged until the railway paid working expenses and interest on cost of construction, and that the betterment system was applied to the land to be served.

Following the Committee's recommendation, Parliamentary sanction was sought for the construction of the line, but the Authorising Bill, although passed by the Legislative Assembly, was rejected by the Legislative Council.

In 1903 the proposal was not recommended by the Committee on the ground that apart from the circumstance that the line would be a very costly one to construct and would show an annual loss of £12,000, there was the important fact that the Moree-Inverell Railway met the requirements of the district and its population, in whose interests chiefly the construction of the line from Glen Innes had, from the inception of the proposal, been urged.

On the last occasion, in 1916, the proposal was considered in connection with one to connect Guyra with Inverell, and also in the light of possible future extensions to the north of Inverell and to the east of Guyra and Glen Innes as far as the Coast. As a result of their inquiries the Committee arrived at the conclusion that it would be premature to recommend the construction of any line connecting Inverell with the Great Northern Railway until full consideration had been given to the question where a future deep-sea port north of Newcastle was likely to be established, and the effect thereon of the North Coast Railway and its suggested extension from Kyogle to Brisbane via Richmond Gap.

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With regard to the proposed extension from Kyogle to Richmond Gap (which forms part of the Interstate Main Trunk Line recommended by the Royal Commission on Uniform Railway Gauge), the matter was the subject of inquiry by the Committee in 1921, when the conclusion arrived at was that it would be premature to recommend the construction of the line until completion of the North Coast Railway, including the line from South Grafton across the Clarence River to Grafton.

Since the date of the Committee's report (2nd October, 1916) the remaining sections of the North Coast line as far as South Grafton have been completed; also the railway from Glenreagh to Dorrigo is under construction.

From the time the Committee reported on the proposal in 1916 the necessity for linking up the Great Northern Railway with the north-west system at Inverell has been urged on numerous occasions by the members for the district and the various public bodies interested, and as a result the proposal was ultimately again referred to their consideration on 22nd November, 1922.

#### THE PROPOSED LINE.

2. The proposed railway commences by a junction with the Great Northern Railway at 325 miles 19 chains from Newcastle, and about  $1\frac{1}{2}$  miles north of Glen Innes Station; proceeds westerly for about 12 miles in the direction of Wellingrove and passes about 2 miles south of that township; thence the line takes a southerly course up Mades Valley and passes about  $1\frac{1}{2}$  miles west of Waterloo Homestead and reaches the head of Swanbrook Creek, on the northern side of which it descends in a westerly direction for about 12 miles, crosses that creek and runs in a generally westerly direction to Inverell, where it terminates by a junction with the existing railway from Moree at 372 miles 39 chains from Newcastle, *via* Glen Innes, and at 409 miles 75 chains from Newcastle *via* Moree.

The works are moderately heavy with a ruling grade of 1 in 40 in both directions; the sharpest curve is 10 chains radius.

#### ESTIMATED COST.

3. The estimated cost of a single line, 47 miles 20 chains in length, with 60 lb. rails, a ruling grade of 1 in 40 with and against the load, and the sharpest curve of 10 chains radius, and including duplication from Glen Innes Station to junction, is £542,841, or £11,389 per mile. The principal items of expenditure are:—Earthworks, £128,568; permanent way material, £79,755; plate-laying, ballasting, and sleepers, £96,465; culverts, and timber crossings, £51,593; station works, including junctions, sidings and signals, £30,770; larger bridges, £27,296; and engineering, survey and contingencies at 18 per cent., £82,086.

#### ESTIMATED REVENUE AND EXPENDITURE.

4. In regard to the revenue to be earned the Railway Commissioners point out that it is exceedingly difficult to give an estimate, as much depends upon the probable intermediate development; and another phase is the contemplated opening up of a deep-sea port at some point north of Newcastle, to which a connection can be made from the New England Tableland.

Any figures in regard to probable revenue would have to include a debit for loss by diversion of business from the present Moree-Inverell line, but as previously stated, the Commissioners are unable to furnish any reliable information in respect to earnings beyond pointing out that the high operating costs on ordinary country branch lines generally absorb the actual revenue, thus leaving the interest charge on the capital cost unprovided for. Even this would be a much too favourable view to take of the proposals under consideration, and as, in the case of Glen Innes-Inverell, the interest charge alone amounts to £29,895, and for the Guyra connection, £33,014, it would seem that the construction of either line would only add to the already heavy burden imposed upon the railway revenue from non-paying lines.

The working expenses for a daily train service between Glen Innes and Inverell would amount to approximately £14,000, and for the Guyra line about £17,000 per annum.

RAILWAY



## RAILWAY COMMISSIONERS' REPORT.

5. The Railway Commissioners, in their statutory report, state that when the proposed railway, and that from Guyra to Inverell were reported on in March, 1914, the estimated cost of the Glen Innes route was £335,420, and for the Guyra route £361,551. Amended estimates prepared in November, 1920, placed these costs at £543,550 and £600,262 respectively. It has also to be pointed out that the interest charge which was formerly calculated at 4 per cent., must now be raised to  $5\frac{1}{2}$  per cent.

When these proposals were previously dealt with it was considered that the Guyra route had more to recommend it than the Glen Innes one, but since then the mineral industry to be served by the former has shown a backward tendency, and in fact, throughout the Commonwealth it is in a very unstable position.

It is now strongly contended by the residents of the Clarence River area that the Glen Innes-South Grafton proposal should have further consideration in association with the other proposals for a connection with the coast.

The whole question is, however, one of Government policy, first, as to whether a deep-sea port is necessary, and, if so, at what place on the North Coast, and secondly, the most central point for establishing a connection by rail with the New England Tableland. Until these questions have been determined by the Government, it would be premature to extend the line from Inverell to either Glen Innes or Guyra.

## THE AREA TO BE SERVED.

## GENERAL DESCRIPTION.

6. Generally the area to be served consists of black, with occasional patches of chocolate and red soil, and comprises undulating and hilly country interspersed with extensive valleys, suitable for oats, corn, and potatoes. The principal settlements are Matheson, Swanvale, Wellingrove, King's Plain, Newstead, and Elsmore.

Crossing the Waterloo Range and Wellingrove Creek, beyond which the country is outside the influence of the existing line at Glen Innes or Inverell, are large holdings, suitable for cultivation and closer settlement, at present used for grazing, and which with railway communication would, according to information supplied the Committee, be cut up and sold.

In the valley of the Wellingrove Creek the bulk of the land is of agricultural character, and is being put to effective use. In the neighbourhood of Swanvale, however, approximately half way between Glen Innes and Inverell, the country comprises stony, barren gullies, but improves on Swanbrook Creek and on Newstead Holding, where mixed farming is followed, and is continued practically over the whole of the remainder of the area through Elsmore to Inverell.

In an official statement, the District Surveyor mentions that the limits of area, 12 miles on each side of the line for a distance of about 45 miles, embrace an area of 483,000 acres. Of this area there are 425,000 acres of alienated and long term leased lands. Approximately 21,000 acres of the alienated land are suitable for agriculture; 318,000 for dairying and grazing; and 86,000 comprise poor grazing land.

The area of agricultural Crown land is nominal. About 10,000 acres, covered mostly by mining reserves, provide fair grazing land; and 28,000 acres are inferior, hilly, rocky, and steep, affording very poor pasturage.

The State Forests cover about 7,000 acres, and as there is a scarcity of commercial timber in the district affected by the proposed railway, the whole will be required for forestry purposes.

All reserves containing land of any agricultural or grazing possibilities have recently been reduced to the lowest limits, and the land excised has been alienated. The line, the District Surveyor adds, would serve fairly closely settled lands at the Glen Innes and Inverell ends, a fair percentage of which is used for agriculture and dairying. The central area is well grassed basalt grazing country, but there is some very poor and rocky land to the east and north of Nullamanna, north-east of Inverell, and to the south on the Waterloo Range.

The



The country in normal seasons is well watered by the Furracabad, Waterloo, Swanbrook, and King's Creeks, the Macintyre River, and small tributaries. Although at the time of the Committee's visit the area to be served was suffering from drought, the stock appeared to be in good condition in spite of the absence of herbage.

#### LANDS INFORMATION.

The area to be served within a 12 miles radius on each side of the proposed line, and midway between the proposed and existing lines, consists, according to the official returns of the Land's Department, of 475,200 acres, made up as follows:—

Alienated lands (including conditional purchases, conditional leases, homestead selections, suburban holdings and homestead farms) ... ..	383,800 acres.
Reserved lands ... ..	44,500 „
Leased lands (including special, Crown and improvement leases) ... ..	22,900 „
Crown lands, untenanted ... ..	24,000 „

#### *Untenanted Crown Lands.*

The whole of the untenanted Crown lands area—24,000 acres—was from time to time set apart, under the provisions of the Crown Lands Consolidation Act, 1913, between February, 1909, and August, 1922, for Conditional Purchases and Additional Conditional Purchases, Crown Leases, and Additional Holdings. The capital value of these lands, excepting those set apart for Crown leases, varies from 6s. 8d. per acre in the parish of Vivier, county of Arrawatta, and the parishes of Gordon and Wellingrove, county of Gough, to £2 15s. in the parish of Swamp Oak, also in the county of Arrawatta.

Of the total area available for settlement 2,400 acres have been applied for as Crown leases. The country varies from undulating to hilly, rough, and mountainous, and is generally suitable for grazing. The soil is generally poor, and is light sandy, and gravelly in parts. The timber consists of ironbark, gum, oak, pine, stringybark, box, apple, and peppermint, with tea tree, wattle and grasstree scrub.

In addition to the 24,000 acres of untenanted Crown lands referred to there are 44,500 acres of reserved lands not held under any tenure, other than annual tenure, and 3,100 acres of other Crown lands held under inconvertible leases, making a total of about 71,600 acres of unalienated Crown lands.

#### *Forest Reserves.*

The affected area includes three forest reserves and part of another with an aggregate of 7,400 acres. Three of these reserves, one of which is only partly within the limits of the affected area, have been dedicated as State forests, and their acreage amounts to 5,800 acres. The country is level to hilly and mountainous, and of trap and granite formation. The soil is generally stony, shallow, gray in parts, and the timber consists of stringybark, messmate, oak, ironbark, pine, red and white gum, and apple.

#### *Improvement Leases.*

There are three improvement leases with an aggregate area of 3,100 acres, about 1,100 acres of which is covered by reserve. These leases have a tenure of from two and a half to nine years to run. The rents vary from 1½d. to 2d. per acre.

#### *Power of Withdrawal for purposes of Settlement.*

The Crown has power to withdraw for purposes of settlement without compensation, except for lessee's interest in improvements on the land so withdrawn, the whole or any part of the land leased in the event of the whole or any part or parts of covering reserve being revoked. The Crown has also a general power under the Closer Settlement (Amendment) Act, 1912, as amended by the Closer Settlement (Amendment) Act, 1914, to acquire for closer settlement any land comprised in any improvement lease, wherever situated, on payment of such compensation as may be agreed upon or determined in accordance with the provisions of section 4 of the first mentioned Act; or under the amending Act of 1916, may purchase by agreement with the lessee.

#### *Settlement*



Settlement Purchase Areas.

The area affected by the proposal under consideration contains six Closer Settlement Purchase Areas, with a total acreage of 4,624 acres. These were acquired by the Government under the provisions of the Closer Settlement Acts, as follows :—

Settlement Purchase Area.	Acreage.	Date of Acquisition.	No. of Farms.	Disposal average price per acre.	Disposal average price per farm.
	Acres.			£ s. d. (About).	£ s. d.
Wellingrove ... ..	1,400	3-11-11	3	3 4 0	1,486 13 0
Wellingrove "2" ... ..	1,953	24-4-12	3	3 4 0	2,049 9 9
Collins "2" ... ..	471	16-9-19	1	4 10 0	2,121 19 0
Mitchell's "4" ... ..	199	18-9-20	1	6 0 0	1,195 16 9
Bucknell's ... ..	271	1-11-20	1	5 10 0	1,490 10 0
Armstrong's "3" ... ..	330	1-4-21	1	7 17 6	2,605 4 5

All the farms in the above areas were applied for and allotted by the Minister.

Rainfall.

The average annual rainfall varies from 32 inches at Glen Innes to 30½ inches at Inverell.

STATISTICAL INFORMATION.

Within the district to be served there were 113 holdings in 1919-20, with an occupied area of 198,536 acres of alienated, and 72,967 acres of Crown lands. Of this area 4,160 acres were cultivated. In 1921-22 the holdings numbered 114, and the area occupied had increased to 201,490 acres of alienated and 73,703 acres of Crown lands. The area cultivated in this year was 4,088 acres.

Details of cultivation show that, in the Tingha and Inverell portions of the Police Patrol District affected by the proposed line, 988 acres were under wheat in 1919-20, when on account of drought the yield was under half a bushel to the acre. In 1921-22 this area increased to 1,504 acres, and the yield to 12 bushels to the acre. The yield of hay in 1919-20 was 339 tons from 950 acres, and in 1921-22, 1,286 tons from 1,537 acres. In the Glen Innes, Tingha, and Inverell districts maize was cultivated to the extent of 1,439 acres in 1919-20, and 912 acres in 1921-22, the yield being 6,192 and 12,871 bushels respectively.

In 1920 there were 177,955 sheep in the affected portions of the Glen Innes, Tingha, and Inverell Police Districts, and from 158,929 sheep shorn 1,015,096 lb. of greasy wool were obtained. Two years later this district contained 184,704 sheep, and from 169,620 sheep shorn the return was 1,289,735 lb.

Dairying in the districts mentioned has developed since 1920, when the milk yield was 21,513 gallons, and the butter production 2,998 lb. This increased in 1922 to 115,194 gallons of milk, and 10,378 lb. of butter.

Of the 114 holdings in the district 99 are alienated, and 15 consist of Crown lands only. The majority of the holdings vary from 50 to 7,000 acres. Five over the latter year covered 112,645 acres of alienated and 21,676 acres of Crown lands.

THE INQUIRY AND EVIDENCE.

7. The Committee's inquiry in regard to this proposal has included an inspection of the country in portions of the area to be served and the hearing of evidence at the various centres of population affected.

Although the line has been submitted to the Committee as an independent proposal for the purposes of inquiry it has been regarded as an alternative to that from Guyra to Inverell. Evidence tendered at Glen Innes favoured railway construction to Inverell, but at the latter centre there was a pronounced difference of opinion as to whether Glen Innes or Guyra should form the starting point. Whilst it was stated that from an agricultural standpoint, and the shorter length of construction the Glen Innes-Inverell route offers advantages over its rival, it has been pointed out at both Inverell and other centres that the Guyra route will serve a grazing and agricultural district as well as one possessing considerable mining possibilities, and will form part of a shorter route to the coast at Coff's Harbour, *via* Ebor and Dorrigo.

GLEN



## GLEN INNES.

The case for the construction of the proposed line as presented at Glen Innes, is similar to that of former years, and may be summarised as follows:—(a) The route is shorter and the line would be less expensive than one from Guyra to Inverell; (b) the advantages of geographical position, the community of interests, and the anticipated volume of traffic give Glen Innes superior claims as a junction for linking-up the north-western system with the Great Northern Railway; (c) the line would be invaluable in seasons of drought to pastoralists in the north-western districts where, during past years, thousands of stock have perished; (d) the line would give an immense impetus to cultivation, and would lead to at least 100,000 acres being put under cultivation; and (e) at least 90 per cent. of the traffic at the present time passes over the route, which is the shortest for the conveyance of products from the north-west to the northern markets. } }

It has been submitted that with proper outlets for getting rid of produce the district to be served could raise 2,000,000 bushels of oats and 50,000 tons of potatoes. At the same time, the capabilities of Inverell for semi-tropical production are stated to be enormous, and that it would be impossible to over-state the resources of the district in this respect; whilst with suitable railway connection with the northern and north-western districts, it would become one of the principal wheat granaries of the State.

A local estimate gives the extent of agricultural country within the area to be served at 75,000 acres (as against 21,000 acres referred to in the evidence of the district surveyor). The production of oats is estimated at 100,000 tons annually, but it is considered locally that the country is capable of producing twenty times this amount, and that this result would be brought about by railway construction. It is further estimated that within an area of 5 miles on each side of the proposed line, 15 miles out from Glen Innes, and within 15 miles from Inverell are 200,000 acres, 25 per cent. of which can be easily ploughed and rendered suitable for maize, oats, and wheat. Of this country, 200 to 250 acres are regarded as a living area. From the Wellinggrove and King's Plain portion of this area, as much as 60 bushels of corn and 2 tons of hay per acre have been obtained on black soil, and the average production is given as 40 bushels of corn and  $1\frac{1}{2}$  tons of hay per acre. In addition, there are estimated to be 90,000 acres of rich grazing land, capable of carrying one and a half sheep to the acre, and that of this class of country 1,000 acres are sufficient for a living area.

The establishment of a woollen mill at Glen Innes is stated to have received consideration from capitalists, who are willing to embark in the project if an assurance is given that the north-western supplies of the staple can be delivered there by a more expeditious and cheaper mode of carriage than by team.

Although at the time of the Committee's visit, the district to be served was suffering from unusually dry conditions, it was represented that there were at least 50,000 sheep and cattle, from western country, depasturing in the area to be served, and that this number would probably be doubled before the season was over. Starving stock are stated to be removed to the Glen Innes-Inverell district on an average once in four years.

The country between the starting and terminal points is at present served by hilly roads, and representations have been made to the effect that from 12 to 14 miles from either Glen Innes or Inverell is the limit within which potatoes can be drawn, whilst the limit for oats is 20 miles. Cartage is costly, the general local rate being £1 per ton per 14 miles. Under these conditions the output has been described as comparatively small, the profitable limit of distance for transport being regarded as 7 to 8 miles. The Glen Innes flour mill draws its supplies of wheat principally from Tamworth—41 miles—and it is assumed that with the construction of the proposed line 150,000 bushels will be obtained from the area to be served. Generally the wheat grown in the district is admittedly of good quality.

The bulk of the trade of Glen Innes is done with Queensland, to which State 90 per cent. of the produce is forwarded, and it has been urged that if the proposed line were in existence much of this would be transferred to Inverell and the north-western country generally; at the same time, traffic from Inverell and the north-western country now being carried, *via* Moree to Sydney, would traverse the proposed line, and be diverted to Queensland, its natural market. Offers are stated to have been repeatedly received from these districts for maize and chaff, but on account of the cost of cartage from the more productive portions of the area to be served, trade has not followed.

SWANVALE.



## SWANVALE.

In the neighbourhood of Swanvale, half way between the terminal points of the proposed line, there has been considerable cultivation of late years, and good crops of wheat and maize have been raised. In one year a yield of  $11\frac{1}{2}$  bags of wheat to the acre was obtained from a holding of average quality. A normal crop of maize is regarded as 30 bushels to the acre. Wheat is forwarded to Glen Innes, where it finds a market, at a carriage cost of 1s. 9d. per bag, which is regarded as excessive.

Within the influence of the proposed line are several large grazing holdings, including Newstead North (24,000), Newstead South (22,000), King's Plain (32,000), and Inverell Station (16,000 acres.) The estimated carrying capacity of these is stated to be  $1\frac{1}{2}$  sheep to the acre. Upon Newstead South, of which Swanvale is practically the centre, a sheep to the acre is being carried, in addition to 500 to 1,000 cattle. A number of share farmers are also growing wheat and maize on areas of 1,000 acres. For the last eight years the wheat-growing seasons have been poor; but under normal conditions an average yield of 20 bushels to the acre is obtained. About 50 per cent. of Newstead North is considered by the present holder to be suitable for agriculture. In 1922, 500 bales of wool were despatched from the holding to Sydney, *via* Inverell, at a cost for road carriage of £1 per ton; and the evidence indicates that with railway construction this class of traffic would find its way to its destination *via* Glen Innes, on account of the shorter haulage.

In the Swanvale district 400 acres are considered to be sufficient for a living area with corn and wheat production, and the average value of the land is given at £4 10s. per acre freehold.

Farming operations generally are said to have been retarded for want of railway communication. It has been stated that the owners of large holdings are desirous of cutting up their estates, and that the amount of land which would be put under cultivation in the event of the proposed line being constructed would be two-thirds more than that now utilised.

## INVERELL.

At Inverell the evidence favoured railway connection at either Glen Innes or Guyra, the local Railway League and others preferring to leave the settlement of the point of connection with the Committee.

One of the disadvantages from which Inverell at present suffers is stated to be due to the difficulty of obtaining timber for building. The north-western country is practically on the verge of a timber famine, supplies of milling and splitting varieties, within distances at which they could be profitably drawn, being exhausted. In view of this fact alone, the town, it is urged, should be connected with the Northern line, most of the hardwood forests being situated between Guyra and Tenterfield. At present hardwood has to be carted either from Glen Innes or railed through Werris Creek, the latter route being slightly cheaper.

There are stated to be many million feet of timber in the Bolivia district, 38 miles north of Glen Innes. The cost of carriage to Inverell is 31s. per 100 feet by rail, *via* Werris Creek, whereas with railway connection at either Deepwater, Glen Innes, or Guyra, the cost would be 3s. 3d., 3s. 6d., and 4s. 6d. The construction of the proposed line it is maintained would lead to an immediate increase in the use of hardwoods in the Inverell district and a reduction in the amount of imported oregon.

It is locally estimated that in the district to the north and west of Inverell are nearly 100,000 acres under wheat, oats, barley, lucerne, and other crops, which should find access to markets on the northern tablelands and coastal districts, *via* either Glen Innes or Guyra, and that with railway connection to one or other of these centres, this area would be trebled. This country has been described as capable in normal seasons of giving a yield of 7 bags of wheat, 40 bushels of maize, and 60 bushels of oats and malting barley to the acre. It has also been pointed out that much more favourable weather for curing hay obtains in the Inverell and north-western districts than in the coastal areas, and that any line to the east from Inverell would carry large quantities of this commodity.

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With an outlet to the coast the district, it is asserted, would develop the fat lamb trade. At present the journey for stock to the Flemington market *via* Moree, in hot weather, is considered to be out of the question, and if fat lambs are available for trucking, the producer has to wait for cool weather and run the risk of loss.

The general difference between the two routes to the tableland is described in Inverell as follows:—The Glen Innes route is suitable for lucerne, wheat, maize, and other cereal crops; the Guyra route is suitable for mining, fruit, vegetables, potatoes, onions, and oats.

A beneficial effect upon the dairying industry is anticipated from the construction of a line to either Glen Innes or Guyra. The industry was in its infancy twelve years ago, and progress was slow, owing, it is stated, to the isolation of the district and its general fertility, which have given settlers a wide choice in their calling. With an influx of coastal settlers, skilled in the work of dairying, the industry has in recent years developed. The records of the local co-operative company show that for the first ten years 488 tons of butter, of the value of £48,000, were produced. During the next decade, which included a bad drought, 2,135 tons were produced, realising £239,136. During the latter period bacon curing was engaged in, and 16,504 pigs were treated, realising £62,221.

The drawback to the dairying industry is ascribed to the want of railway connection with the Main Northern line, the evidence showing that the products suffer material deterioration every summer through being required to withstand the excessive heat in transit over the north-west plains. Although the alternative of despatch by refrigerating cars exists, experience is stated to have proved that consignments by the faster service is preferable in spite of the heat, insomuch as the extra period of transit taints the flavour of butter.

Stock returns show that in 1922, the Inverell Pastures Protection District, extending to Ashford, Graman, and Delungra on the west, the foot of the range on the east, and below Tingha on the south, carried 9,448 horses, 30,272 cattle, and 513,355 sheep. In 1921 there were railed from the Inverell district (exclusive of Barraba and Glen Innes) 30,657 sheep for Metropolitan slaughter. Upon these, according to local estimate, a loss was made in weight of 183,942 lb., and in value of £2,299—the loss in weight being taken at 6 lb., and in value at 3d. per lb. per sheep. The wool production of the same district for 1921 is given at 9,996 bales, of the value of £199,000, and this is regarded as a fair average for the past six years.

According to the evidence of a former chairman of the Pastures Protection Board the district referred to was considered fully stocked fifteen years ago, and was running an average of a beast—equal to six sheep—to 30 acres. Under improved conditions, ringbarking, scrubbing, &c., it is now carrying a sheep to the acre.

The loss due to the want of a line to rail stock from the northern districts to the tablelands and the coast is described in evidence as enormous; and an instance has been quoted in which two train loads despatched from Walgett for relief country on the tablelands, *via* Werris Creek, lost 630 store sheep, which would probably have been avoided with more direct communication.

Concerning the question of supplying the tablelands and coastal areas with flour, the manager of the local milling company has pointed out that, under present conditions, not nearly sufficient wheat is grown within a radius of 20 miles of Inverell to enable the mill to work up to its full capacity. The average yield for the last ten years has amounted to about 70,000 bags, whereas the mill is capable of gristing 135,000 bags per annum. With a railway to the coast it is anticipated that many thousand more acres would be put under wheat crop, and that the mill, instead of working one, would be working three shifts throughout the year. At present, owing to the good supply of natural grasses and herbage, there is comparatively small local demand for bran and pollard. Half the production of these commodities is despatched to Sydney under unfavourable financial conditions, and it is assumed that, with railway construction the coastal farmers' requirements for feeding would be fully met.

An industry which has been practically undeveloped is the growth of lucerne; there are stated to be at least 60,000 acres suitable for its cultivation within a radius of 15 miles of Inverell. At present a small quantity is grown for local requirements only, the cost of forwarding to the Sydney market being prohibitive. With a northern tableland and coastal connection, reducing the rail carriage by 300 miles, the district, it is asserted, could easily compete with the water-carried lucerne from the Hunter River areas.

HOWELL.



## xiii

## HOWELL.

Stress has been placed upon the mining possibilities of the Howell and Tingha districts, the former 21 miles south of Inverell, and the latter, through which the proposed line to Guyra passes, a similar distance to the south-east.

The principal silver-lead mine at Howell—the Conrad—has been closed down since 1913, the high cost of transport to Inverell and thence to the Northern line having practically killed the mining industry for the time being. Prior to closing, the mine employed 400 men, and despatched and received freight, including flux, &c., amounting to £6,000 per annum. Mining has been engaged in to a depth of 1,000 feet, and the quality of the ore obtained is stated to have been consistent. A large quantity of ore is at present in sight, but the evidence indicates that the margin of profit under present working and transport conditions would not warrant a resumption of work. With railway construction, however, the mine, according to the evidence of the former manager, would reopen and would be in a position to transport several thousand tons of ore per annum.

## CONCLUSION.

8. The Committee have arrived at the conclusion that it is not expedient the proposed railway be constructed.

The bulk of the country between Glen Innes and Inverell is now served by existing lines—already incurring heavy annual loss—and in the event of the construction of the proposed line much of the revenue would be drawn therefrom. A great deal of the evidence tendered, combined with that upon the Tenterfield-Casino proposal, has been to the effect that the construction of both lines will give the producers west and north-west of Inverell an opportunity of despatching produce overseas via Byron Bay. The Committee have given this matter careful consideration and have to point out that no determination has been arrived at by the present or previous Governments to convert Byron Bay into a deep-sea port; and even if it were so converted it is extremely doubtful that the traffic would be in that direction. From Moree, the principal centre west of Inverell, the distance to Byron Bay is 333 miles as against 309 miles to Newcastle, with a well-equipped port and affording facilities for deep-sea trade, and the natural supposition is that the trend of traffic would be by the shortest and consequently the cheapest route.

It has to be added that the works necessary to be undertaken to render the port suitable for deep-sea vessels would include a breakwater and special moorings, the present estimated cost of which is £767,000.

## RESOLUTION PASSED.

9. The resolution passed by the Committee is shown in the following extracts from the Minutes of Proceedings:—

Mr. Dick moved,—“That in the opinion of the Committee it is not expedient the proposed railway from Glen Innes to Inverell, as referred to them by the Legislative Assembly, be constructed.”

Mr. Doe seconded the motion, which was agreed to on the following division:—

Ayes, 6.

Mr. Burke,  
Mr. Cameron,  
Mr. Dick,  
Mr. Doe,  
Mr. Mahony,  
Mr. Travers.

Noes, 1.

Mr. Drummond.

W. T. DICK,  
Chairman.

Office of the Parliamentary Standing Committee on Public Works,  
Parliament House, 10th January, 1924.







# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## MINUTES OF EVIDENCE.

### RAILWAY FROM GLEN INNES TO INVERELL.

TUESDAY, 30 JANUARY, 1923.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to consider the expediency of constructing a line of Railway from Glen Innes to Inverell.

Thomas Bryce Cooper, Under Secretary for Public Works, sworn and examined:—

1. *Chairman.*] Have you a prepared statement? Yes, it is as follows:—

#### PROPOSED RAILWAY FROM GLEN INNES TO INVERELL.

Estimated cost, £543,550, or £11,504 per mile, exclusive of land resumption.

Length, 47 miles 20 chains.

Ruling grade, 1 in 40.

Sharpest curve, 10 chains radius.

On 22nd November, 1922, the Secretary for Public Works and Minister for Railways (Hon. R. T. Ball, M.L.A.) proposed in the Legislative Assembly, "That it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon the expediency of constructing a line of railway from Glen Innes to Inverell." Question resolved in the affirmative.

The proposal to connect Glen Innes with Inverell by rail has been reported upon by the Public Works Committee on four different occasions, viz., in 1892, in 1893, in 1903, and in 1916. On the first occasion it was negatived, the evidence showing that the then estimated cost of construction (£427,000) was excessive and indicated the probability of a serious annual loss on the working of the line. On the second occasion the Committee considered it expedient that the line should be constructed, provided the cost did not exceed £7,090 per mile (the estimate was then £7,975 per mile), that special local rates were charged until the railway paid working expenses and interest on cost of construction, and that the betterment system was applied to the land to be served by the railway. Following on the Committee's recommendation, Parliamentary sanction was sought for the construction of the line, but the Authorising Bill, although passed by the Legislative Assembly, was rejected by the Legislative Council. In 1903 the proposal was not recommended by the Committee on the grounds that apart from the circumstances that the line would be a very costly one to construct and would show an annual loss of £12,000, there was the important fact that the Moree-Inverell railway met the requirements of the district and its population, in whose interests chiefly the construction of the line from Glen Innes had, from the inception of the proposal, been urged. On the last occasion, in 1916, the proposal was considered in connection with one to connect Guyra with Inverell, and also in the light of possible future extensions to the north of Inverell and to the east of Guyra and Glen Innes as far as the Coast. As a result of their inquiries the Committee arrived at the conclusion that it would be premature to recommend the construction of any line connecting Inverell with the Great Northern Railway until full consideration had been given to the question where the future deep-sea port north of Newcastle was likely to be established, and the effect thereon of the North Coast Railway and its suggested extension from Kyogle to Brisbane *via* Richmond Gap.

Since the date of the Committee's report (2nd October, 1916) the remaining sections of the North Coast line up to South Grafton have been completed with the exception of a length of 18 miles between Macksville and Urunga; also the

railway from Glenreagh to Dorrigo is under construction. With regard to the proposed extension from Kyogle to Richmond Gap (which forms part of the Interstate Main Trunk Line recommended by the Royal Commission on Uniform Railway Gauge), the matter was the subject of inquiry by the Public Works Committee in 1921, when the conclusion arrived at was that it would be premature to recommend the construction of the line until completion of the North Coast Railway, including the line from South Grafton across the Clarence River to Grafton.

Following is the official description of the line:—

"This proposed railway commences by a junction with the Great Northern Railway at 325 miles 19 chains from Newcastle and about 1½ miles north of Glen Innes Station; it proceeds westerly for about 12 miles in the direction of Wellingrove and passes about 2 miles south of that township, thence it takes a southerly course up Mades Valley and passes about 1½ miles west of Waterloo Homestead and reaches the head of Swanbrook Creek, on the northern side of which it descends in a westerly direction for about 12 miles, crosses that creek and runs in a generally westerly direction to Inverell, where it terminates by a junction with the existing railway from Moree at 372 miles 39 chains from Newcastle, *via* Glen Innes, and at 409 miles 75 chains from Newcastle *via* Moree.

"The works are moderately heavy with a ruling grade of 1 in 40 in both directions; the sharpest curve is 10 chains radius."

On the occasion of the previous reference to the Committee in 1914 the estimated cost based on a recent survey was £335,420, or £7,099 per mile. The estimated cost of the line, after providing for increased prices for material and labour, is now £543,550, or £11,504, exclusive of land and compensation.

The latest statutory report of the Railway Commissioners, which also covers the alternative route from Guyra, is dated 9th December, 1921, and is as follows:—

#### PROPOSED RAILWAY FROM GLEN INNES TO INVERELL, WITH ALTERNATIVE ROUTE FROM GUYRA.

In accordance with the request of the Hon. the Minister for Public Works and Railways, and in pursuance of the provisions of the Public Works Act, 1912, the Commissioners beg to submit their report on the proposed railways from Glen Innes to Inverell, with alternative route from Guyra, the distances being 47 and 57 miles, respectively.

When the above proposals were reported on in March, 1914, the estimated cost of the Glen Innes route was £335,420, and for the Guyra route £361,551. Amended estimates prepared in November, 1920, placed these costs at £543,550 and £600,262, respectively. It has also to be pointed out that the interest charge which was formerly calculated at 4 per cent., must now be raised to 5½ per cent.

In regard to the revenue to be earned, it is exceedingly difficult to give an estimate, as much depends upon the probable intermediate development on either of the routes, and another phase is the contemplated opening up of a deep-sea port at some point north of Newcastle, to which a connection can be made from the New England Tableland.



Witness—T. B. Cooper, 30 January, 1923.

When these proposals were previously dealt with it was considered that the Guyra route had more to recommend it than the Glen Innes one, but since then the mineral industry to be served by the former has shown a backward tendency, and in fact, throughout the Commonwealth it is in a very unstable position.

It is now strongly contended by the residents of the Clarence River area that the Glen Innes-South Grafton proposal should have further consideration in association with the other proposals for a connection with the coast.

The whole question is, however, one of Government policy, first, as to whether a deep-sea port is necessary, and, if so, at what place on the North Coast, and secondly, the most central point for establishing a connection by rail with the New England Tableland. Until these questions have been determined by the Government, it would be premature to extend the line from Inverell to either Glen Innes or Guyra.

The working expenses for a daily train service between Glen Innes and Inverell would amount to approximately £14,000, and for the Guyra line it would be about £17,000 per annum.

Any figures in regard to probable revenue would have to include a debit for loss by diversion of business from the present Moree-Inverell line, but as previously stated, the Commissioners are unable to furnish any reliable information in respect to earnings beyond pointing out that the high operating costs on ordinary country branch lines generally absorb the actual revenue, thus leaving the interest charge on the capital cost unprovided for. Even this would be a much too favourable view to take of the proposals under consideration, and as, in the case of Glen Innes-Inverell, the interest charge alone amounts to £29,895, and for the Guyra connection, £33,014, it would seem that the construction of either line would only add to the already heavy burden imposed upon the railway revenue from non-paying lines.

"The Common Seal of the Railway Commissioners for New South Wales was hereunto affixed the ninth day of December, one thousand nine hundred and twenty-one, in the presence of—"

(Seal.)

JAMES FRASER.  
J. H. CANN.

W. JNO. MORRIS, Secretary."

From the time the Committee reported on the proposal in 1916 the necessity for linking up the Great Northern Railway with the north-west system at Inverell has been urged on numerous occasions by the members for the district and the various public bodies interested, including the Inverell Municipal Council, the Severn Shire Council, the Inverell Branch of the A.L.P., the Lismore Municipal Council, the Coff's Harbour Chamber of Commerce, the Tingha Railway League (Mr. G. H. Andrews, hon. secretary), the Tingha New State and Development League (Mr. H. Wilson, hon. secretary), and the Glen Innes-Inverell Railway League (Mr. H. C. St. Vincent, organising secretary). In this connection the Inverell and District Chamber of Commerce wrote on 10th March, 1919, stating that at a numerously attended conference of delegates representing the Municipal and Shire Councils, the Pastoral and Agricultural Societies, Farmers and Settlers' Associations, rival railway leagues, and other public bodies throughout the north-west district, which had been called together to consider the matter of railway extension from Inverell to the Tablelands and the North Coast, a resolution was unanimously carried as follows:—"That in the opinion of this conference it is desirable to have a railway from Inverell to the Northern Line, and the question of joining that line at Guyra or Glen Innes be determined by the Public Works Committee."

In May, 1917, the then Minister (Mr. Ball) in replying to deputations from the Inverell and Glen Innes Municipal Councils, promised that as soon as the statutory time limit would permit the question of connection between Inverell and the Great Northern Line would be again submitted to Parliament with a view to reference to the Public Works Committee. Following upon the change of Government in April, 1920, the matter was reviewed by the succeeding Minister (Mr. Estell), who decided to refer the proposed railway from Glen Innes to Inverell, together with that from Guyra to Inverell, to the Committee for investigation and report.

The Railway Commissioners were then asked for their statutory report on the proposed railway. This was received on 9th December, 1921, and on 21st December, 1921, notice of motion was given in the Legislative Assembly to refer the line to the Public Works Committee, but the matter was not reached when the dissolution of Parliament took place in February, 1922.

On 16th June, 1922, a deputation, introduced by Mr. D. H. Drummond, M.L.A., waited on the Premier (in the absence of Sir T. Henley, Minister for Works) in regard to the question of railway connection between Inverell and the Northern Line.

Alderman McIlveen (Mayor Inverell) pointed out that Inverell's great handicap was lack of railway communication. At the present time it was necessary to go nearly 100

miles into the interior in order to journey to the Coast. In spite of its enormous potentialities, the population of Inverell had within the last ten years decreased by 1,371, yet on the tableland, only 42 miles away, there were over 40,000 people. Scarcely any wheat was grown on the tableland, and Inverell could easily supply this want, but was hampered by the fact that the railway haulage was 423 miles. Travelling stock had to come to Sydney and to reach a point, say, 200 miles from Inverell, would have to travel 1,000 miles. The freight on livestock from Inverell to Sydney was £15 2s. per truck, and other freights were correspondingly high. There was great mineral wealth in the district, including a fine seam of coal.

Mr. Russell Hughes (president, Macintyre Shire) said that construction of the railway would enable them to supply the coastal people with beef and mutton.

Mr. B. M. Wade (contractor, Inverell), Mr. R. S. Higgins (Farmers and Settlers' Association), Mr. G. B. Reid, and Alderman O'Connor also spoke in support of the proposed connection.

The Premier, in reply, said that the Government was determined to do all in its power to promote decentralisation. In regard to developmental lines it was scarcely to be expected that they would all pay right from the start, and personally he was in favour of the Canadian system, whereby lines were thrown out and settlement followed. Of course there was the difficulty that paying lines had to make up for the non-paying lines, and in this connection there was a loss last year of £850,000. In Victoria such a loss was made up from the Consolidated Revenue, and it seemed to him that a similar method should be adopted here. He would take the earliest opportunity of placing the proposal before the Public Works Committee after the Government had been able to consider its railway policy as a whole.

Subsequently the Glen Innes Railway League (Mr. H. C. St. Vincent, secretary) wrote stating that at a representative meeting of citizens held at Glen Innes on 15th June, 1922, the following resolution was unanimously carried:—

"That in the best interests of the people of these northern districts it is expedient that the Government should, as early as possible, take definite steps to establish railway communication between Glen Innes and Inverell for the following reasons:—

- "(a) The intervening country covers an area of 300,000 acres, embracing some of the finest agricultural, pastoral, and horticultural lands, 100,000 acres of which could be made available for immediate closer settlement.
- "(b) The line would bring the rich coal measures at Ashford within reasonable distance of the markets of New England, where there would be a very large demand for the output. Likewise, it would have a decided influence in stimulating the working of the great belt of mineral wealth at Silver Spur.
- "(c) Ninety per cent. of the traffic to and from the north-western districts to New England and Queensland passes *via* Glen Innes, while a large percentage of Sydney passenger traffic is also carried over the same route. In addition, the community of interest is very important. Wheat, in large quantities, is received from Inverell, while, on the other hand, the whole of the building timber used at Inverell and neighbouring districts is drawn from the immense forestry wealth of Eastern Glen Innes.
- "(d) As a commercial proposition the line has everything to commend it. Searching investigation discloses that within the last eight years the traffic has enormously increased, and on a reasonable basis of cost of construction, interest, and working expenses, there is now very little doubt but that the railway would become a paying proposition almost from its inception.
- "(e) The line would be the means of affording the Inverell wheat growers the advantage of a first-class Queensland market, which, under existing conditions, is practically shut out. With a cheap means of transit, the northern State would become a very large buyer of breadstuff in our north-western districts, and, with Inverell as a centre, a great opportunity would be created for enormously increasing the present area placed under cultivation for the production of wheat."

In reply, Mr. St. Vincent was informed by direction of Mr. Ball that the proposed railway from Glen Innes to Inverell would be referred to the Public Works Committee at the same time as the line from Guyra to Inverell was referred to that body.

I would also refer the Committee to the report of the Official Committee on Land Development and Settlement regarding the various proposed railway connections between the Northern Tablelands and the coast, and the possibility of increased settlement in the areas concerned.



WEDNESDAY, 2 MAY, 1923.

Present:

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Glen Innes to Inverell.

John Edmond Harold Kennedy, Chief Draftsman, Department of Lands, sworn, and examined:—

2. *Chairman.*] I understand you have a statement to submit to the Committee with regard to the proposed railway from Glen Innes to Inverell?—Yes, it is as follows:—

PROPOSED RAILWAY—GLEN INNES TO INVERELL.		Acres.
		(about)
Alienated lands (tinted blue)—		
Including conditional purchases, conditional leases, conditional purchase leases, settlement purchase, homestead selections, suburban holdings, and homestead farms		383,800
Reserved lands, about 52,900 acres—		
*About 44,500 acres not held under any tenure (tinted green)		44,500
" 8,400 " held under lease (edged green).		
" 52,900 acres.		
Leased lands (hatched blue)—		
Special leases (including about 2,700 acres reserves)		about 3,300 acres
Crown " ( " " 4,600 " " )		16,500 "
Improvement " ( " " 1,100 " " )		3,100 "
(About 8,400 " " )		Ab't 22,900 "
Crown lands (tinted brown)—		
Untenanted		*24,000
Total area about		475,200

\* It is probable that part of those reserved and untenanted Crown lands may be held under annual leases, particulars of which are not available at Head Office.  
J. E. H. KENNEDY,  
Chief Draftsman.  
Department of Lands,  
Sydney, 2nd May, 1923.

PROPOSED RAILWAY—GLEN INNES TO INVERELL.  
*Limit of Affected Area.*

The limits of the area which would be influenced by the construction of the proposed railway Glen Innes to Inverell, in accordance with instructions received, have been restricted to 12 miles from each side of the proposed line, and are shown on map produced by a firm red band. Owing to the existing railways Moree to Inverell and Sydney to Brisbane, the limits mentioned on the western, eastern, and part of the southern sides of the affected area are indicated on map about mid-way between these existing railways and the one proposed.  
The 12-mile zone is shown on the northern and part of the southern sides of the proposed line. Extension beyond the other limits indicated, to cover that zone on each side of the proposed railway, would include lands within the sphere of the existing railway lines mentioned.  
Concerning the lands within the limits shown, the following particulars are afforded:—

*Untenanted Crown Lands.*

The untenanted Crown lands amount to about 24,000 acres. The whole of this area was from time to time set apart under the provisions of the Crown Lands Consolidation Act, 1913, between February, 1909, and August, 1922, for the following forms of tenure:—About 3,200 acres for conditional purchase and additional conditional purchases in county of Gough, about 19,500 acres for Crown leases and about 1,300 acres for additional holdings in counties of Arrawatta and Gough. The capital value of these lands, excepting those set apart for Crown leases, varies from 6s. 8d. per acre in parish of Vivier, county of Arrawatta, and parishes of Gordon and Wellingrove, county of Gough, to £2 15s. (22 acres) in parish of Swamp Oak, also in county of Arrawatta. Out of the total area available for settlement, within the limits referred to, about 2,400 acres have been applied for as Crown leases. No confirmation of the applications has yet been reported at Head Office.

Country.—Undulating to hilly, rough, and mountainous; trap, granite, and basalt formation; generally suitable for grazing; poorly grassed in parts.  
Soil.—Generally poor, clay subsoil; light sandy and gravelly in parts. Clay soil on trap; red, chocolate, and black on basalt.  
Timber.—Ironbark, gum, oak, pine, stringybark, box, apple, and peppermint, with tea-tree, wattle, and grass-tree scrub.

*Forest Reserves.*

There are three Forest Reserves and part of another with an aggregate area of about 7,400 acres. Three of these reserves, one of which is only partly within the limits of the affected area, have been dedicated as State Forests, and their acreage amount to about 5,800 acres.

Country.—Level to hilly and mountainous; trap and granite formation.  
Soil.—Generally stony; shallow gray in parts.  
Timber.—Stringybark, messmate, oak, ironbark, pine, red and white gum, and apple.

*Improvement Leases.*

There are three Improvement Leases with an aggregate area of about 3,100 acres, and about 1,100 acres of which is covered by reserve.  
Terms.—One lease has a tenure of ten years and about two and a half years to run; and the other two leases have each twenty-eight years' tenure, but one has about seven and a half years and the other about nine more years to run.  
Rentals.—The rents are:—2d. per acre I.L. 41, in parish of Herbert; 1½d. per acre I.L. 1,243, and 1.79d. per acre I.L. 1,131, both in parish of Elsmore, all in county of Gough.

*Power of Withdrawal by the Crown for Purposes of Settlement.*

Under the conditions embodied in I.L. 41, the Crown has power to withdraw for purposes of settlement without compensation, except for lessee's interest in improvements on the land so withdrawn, the whole or any part of the land leased in the event of the whole or any part or parts of covering reserve being revoked. It may be pointed out, however, that apart altogether from the specific conditions regarding withdrawals for purposes of settlement in this lease, the Crown has also a general power under the Closer Settlement (Amendment) Act, 1912, as amended by the Closer Settlement (Amendment) Act, 1914, to acquire for closer settlement any land comprised in any improvement lease, wherever situated, on payment of such compensation as may be agreed upon or determined in accordance with the provisions of Section 4 of the first-mentioned Act, or under the Amending Act of 1916, may purchase by agreement with the lessee.

In the other leases, I.L. 1,243 and 1,331, the right of withdrawal by the Crown for purposes of settlement became operative on 9th August, 1913, and 13th January, 1914, respectively.  
Mention may be made that, under the provisions of the Crown Lands Consolidation Act, 1913, the holder of any improvement lease may, at any time during the last year of the lease, apply for the portion of the leasehold, if then unreserved, which contains the lessee's dwelling-house, not exceeding a home maintenance area, as homestead selection, provided that the area be improved with permanent, fixed, and substantial improvements, including dwelling-house, to the value of £1 per acre, but not necessarily £640 in all.

It will be noticed that the area affected by the proposal under consideration, contains six Closer Settlement Purchase Areas within its limits, as shown by firm white bands on map produced, with a total acreage of about 4,624 acres; they were acquired by the Government under the provisions of the Closer Settlement Acts; the information concerning which is particularised in the following schedule:—

Settlement Purchase Area.	Acreage.	Date of Acquisition.	No. of Farms.	Disposal average price per acre.	Disposal average price per farm.
	acres.			£ s. d.	£ s. d.
Wellingrove .....	1,400	3 Nov., 1911	3	3 4 0 (about)	1,486 13 4
Wellingrove "2" .....	1,953	24 April, 1912	3	3 4 0	2,049 9 9
Collins "2" .....	471	16 Sept., 1919	1	4 10 0	2,121 19 0
Mitchell's "4" .....	199	18 Sept., 1920	1	6 0 0	1,195 16 9
Bucknell's .....	271	1 Nov., 1920	1	5 10 0	1,490 10 0
Armstrong's "3" .....	330	1 April, 1921	1	7 17 6	2,605 4 5

All the farms in the above areas were applied for and allotted by the Minister.  
It may also be pointed out that within the limits of the affected area, in addition to 24,000 acres of untenanted Crown lands referred to above, there are about 44,500 acres of reserved lands not held under any tenure, other than annual tenure, and about 3,100 acres of other Crown lands held under inconvertible leases, making a grand total of about 71,600 acres of unalienated Crown lands.

*Rainfall.*

The average annual rainfall on the affected area varies from about 32 inches at Glen Innes to about 30½ inches at Inverell.



Benjamin Parkin Pearson, Compiler, Bureau of Statistics, sworn, and examined:—

3. *Chairman.*] I understand you have a statement to submit to the Committee with regard to the proposed railway?—Yes, it is as follows:—

AGRICULTURAL, PASTORAL AND DAIRYING STATISTICS.

Holdings of 1 acre and upwards used for Agricultural and Pastoral Purposes.

Police Patrol Districts.	Season.	Holdings.	Area occupied.		Total Area Cultivated.
			Alienated.	Crown Lands.	
		No.	Acres.	Acres.	Acres.
Glen Innes (part).....	1919-20	20	37,107	2,011	572
	1920-21	21	37,199	2,011	572
	1921-22	21	37,199	2,011	460
Tingha (part) .....	1919-20	50	96,089	35,467	1,950
	1920-21	49	96,089	35,546	1,537
	1921-22	49	96,089	36,968	1,509
Inverell (part) .....	1919-20	43	65,340	35,489	1,638
	1920-21	42	65,043	34,634	1,360
	1921-22	44	68,202	34,724	2,119
Summary .....	1919-20	113	198,536	72,967	4,160
	1920-21	112	198,331	72,191	3,469
	1921-22	114	201,490	73,703	4,088

DETAILS OF CULTIVATION.

Police Patrol Districts.	Season.	Wheat.		Maize.		Other Grains.		Hay.		Green Feed.	Potatoes, Fruit, &c.
		Area.	Yield.	Area.	Yield.	Area.	Yield.	Area.	Yield.		
		Acres.	Bushels.	Acres.	Bushels.	Acres.	Bushels.	Acres.	Tons.	Acres.	Acres.
Glen Innes (part) .....	1919-20	.....	.....	280	1,620	.....	.....	279	186	2	11
	1920-21	.....	.....	214	6,513	32	1,041	517	578	.....	9
	1921-22	.....	.....	155	1,795	.....	.....	297	396	.....	8
Tingha (part) .....	1919-20	916	255	364	3,216	27	60	423	145	192	28
	1920-21	497	9,795	234	4,197	.....	.....	747	1,171	29	30
	1921-22	447	5,190	292	4,701	.....	.....	634	435	57	29
Inverell (part) .....	1919-20	72	213	795	1,356	.....	.....	248	8	523	.....
	1920-21	630	13,749	359	5,262	50	1,050	321	419	.....	7
	1921-22	1,057	13,527	465	6,375	24	210	556	455	.....	39
Summary .....	1919-20	988	468	1,439	6,192	27	60	950	339	717	39
	1920-21	1,127	23,544	807	15,972	82	2,091	1,385	2,168	29	39
	1921-22	1,504	18,717	912	12,871	34	240	*1,537	1,286	57	44

\* Includes Wheat Hay 465 acres = 191 tons.  
Oaten " 899 " = 800 "  
Lucerne " 173 " = 295 "

PROPOSED RAILWAY—GLEN INNES TO INVERELL.

Live Stock at 30th June.							Wool Production.	
Police Patrol Districts.	Year.	Horses.	Cattle.		Sheep.	Swine.	Wool Production during year ended 30th June.	
			Milch Cows.	All other.			Sheep Shorn.	Greasy Wool.
Glen Innes (part) .....	1920	No. 202	No. 21	No. 833	No. 30 723	No. 31	No. 23,928	lb. 166,850
	1921	188	61	726	27,160	30	27,624	232,156
	1922	203	41	1,451	36,687	24	31,059	280,418
Tingha (part) .....	1920	701	23	2,014	90,497	23	91,820	624,221
	1921	522	..	2,692	95,035	39	74,111	614,855
	1922	486	52	2,397	99,606	45	89,201	675,888
Inverell (part) .....	1920	418	53	1,038	47,730	16	43,181	224,025
	1921	431	107	1,275	50,797	69	41,419	287,603
	1922	478	153	1,301	48,411	150	40,360	333,429
Summary .....	1920	1,321	102	3,890	177,955	60	158,929	1,015,096
	1921	1,141	163	4,691	172,962	133	143,154	1,134,614
	1922	1,170	246	5,149	184,704	219	169,620	1,289,735

DAIRY PRODUCTION DURING YEAR ENDED 30TH JUNE.

Police Patrol Districts.	Year.	Milk.	Butter.	Bacon, &c.
		Gals.	lb.	lb.
Glen Innes (part) .....	1920	7,790	1,072	525
	1921	14,390	360	120
	1922	26,478	2,038	1,410
Tingha (part) .....	1920	5,565	1,130	480
	1921	.....	.....	.....
	1922	13,676	3,070	.....
Inverell (part) .....	1920	8,158	796	1,081
	1921	13,317	1,564	695
	1922	75,040	5,220	4,302
Summary .....	1920	21,513	2,998	2,086
	1921	27,707	1,924	815
	1922	115,194	10,378	5,712

PROPOSED RAILWAY—GLEN INNES TO INVERELL.

Holdings of 1 acre and upwards used for Agricultural and Pastoral Purposes.

Area Series based on Alienated Area of Holdings.	Holdings.	Area Occupied.	
		Alienated.	Crown Lands attached to Alienated Holdings.
Acres.	No.	Acres.	Acres.
1 to 50 .....	10	333	1,807
51 " 100 .....	7	579	566
101 " 200 .....	8	1,329	2,201
201 " 300 .....	11	2,756	3,475
301 " 400 .....	9	3,093	3,001
401 " 500 .....	5	2,306	2,713
501 " 600 .....	3	1,659	720
601 " 700 .....	8	5,106	3,791
701 " 800 .....	6	4,413	3,272
801 " 900 .....	3	2,543	320
901 " 1,000 .....	2	1,928	320
1,001 " 1,500 .....	6	7,102	3,197
1,501 " 2,000 .....	3	5,036	4,430
2,001 " 3,000 .....	4	9,187	3,820
3,001 " 4,000 .....	3	9,861	315
4,001 " 5,000 .....	2	8,635	4,352
5,001 " 7,500 .....	4	22,969	117
Over 7,500 acres .....	5	112,645	21,676
Total of Alienated Holdings	99	201,490	60,093
Consisting of Crown Lands only .....	15	.....	13,610
Total .....	114	201,490	73,703



MONDAY, 7 MAY, 1923.

Present:

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Glen Innes to Inverell.

William Hutchinson, Chief Engineer for Railway and Tramway Construction, Department of Railways, sworn, and examined:—

4. *Chairman.*] Have you a statement to submit to the Committee?—Yes, it is as follows:—

NEW SOUTH WALES GOVERNMENT RAILWAYS—CONSTRUCTION BRANCH.

GLEN INNES TO INVERELL RAILWAY.

ESTIMATED Cost of a single line of Railway, 47 miles 20 chains in length, with 60-lb. rails; ruling grade, 1 in 40 with and against the load; sharpest curve, 10 chains radius.

Description.	Estimated Cost.	Summary.	Average per mile.
	£ s. d.	£ s. d.	£
Earthworks .....	128,566 0 9	.....	2,721
Culverts and timber bridges .....	51,593 14 9	.....	1,092
Larger bridges .....	27,293 0 0	.....	577
Overbridges .....	715 7 6	.....	15
Lever crossings, cattle stops, fencing, and road diversions .....	16,588 10 0	.....	351
Permanent way materials .....	79,755 0 0	.....	1,688
Freight .....	3,598 13 0	.....	76
Platelaying Ballasting Sleepers	96,465 12 0	.....	2,042
Station works, including junctions, sidings, and signals.....	.....	404,578 18 0	8,563
Station buildings.....	.....	30,770 0 0	651
Water supply .....	.....	11,284 0 0	239
Mileage posts .....	.....	4,600 0 0	85
Telegraph .....	.....	152 0 0	3
Equipment of gangs .....	.....	4,800 0 0	102
		450 0 0	9
Head Office engineering, survey, and contingencies, 18 per cent. ....	.....	456,034 18 0	9,652
		82,086 2 0	1,737
Total .....	£ 538,121 0 0		11,389
Average cost per mile, £11,389.			
Duplication from Glen Innes Station to junction (1 mile long) .....	.....	4,720 0 0	.....
Grand total .....	£ 542,841 0 0		.....

5. There is a slight difference between this estimate and the estimated cost put before us by Mr. Cooper?—Yes, I can explain that. There was a slight error in the fastenings of the permanent way. It was an error on the part of an officer in running out the amount, and of an officer in checking the quantities. I found the error myself and corrected it.

6. In 1914 a proposed railway practically of the same character was to cost £335,420?—All the conditions have changed since then. The cost of materials and labour have gone up. The present estimate is, I consider, the best estimate that can be given to-day.

7. *Mr. Travers.*] What do you estimate as the cost of sleepers for this line?—I have put it down at 7s.

8. Of what material will the bridges be made, timber or steel?—All of the smaller bridges will be of steel, with concrete tops.

9 Is a grade of 1 in 40 looked upon as a moderate grade?—It depends on the country. In flatter country a grade of 1 in 60 would be much better, but it would mean a considerable amount in the way of extra cost.

10. Are any new lines being built at present with a grade of 1 in 40?—No, but we are building the Dorrigo line with a grade of 1 in 30. Most of the lines built of late have been in flat country, and we try to get a grade of 1 in 110. The exceptions are the line from Batlow to Gilmore with a grade of 1 in 25, and the line from Tarana to Oberon with a grade of 1 in 25. The grade of the line from Glenreagh to Dorrigo is 1 in 30.

11. Would you want special rolling stock for those lines?—Only special locomotives.

12. Has there been any attempt to get a grade of 1 in 50 on this line?—No; the survey was for 1 in 40.

13. Can you state what extra cost would be involved if a grade of 1 in 50 were adopted?—No. I should not like to say that. It would mean a considerable difference in the earth works. The line was permanently staked many years ago with a grade of 1 in 60, which increased the length to 52 miles 25 chains, and an estimate of this route on present day rates would be greatly in excess of the estimate placed before the Committee.

14. *Mr. Drummond.*] In the previous estimate under the heading of "Permanent Way Material" you have specified rails, fastenings, ballast, and sleepers, whereas in this estimate the specific amounts for rails and fastenings are not supplied, but there is an amount of £79,755 under the heading of "Permanent-way Material"?—These are the details: rails £66,825, and fastenings £12,930. Those sums make up the total of £79,755.

15. Can you inform the Committee whether the grade of 1 in 40 is the best grade it has been possible to find between Glen Innes and Inverell?—No. You might get 1 in 100 if you were prepared to go to the expense. It is all a matter of expense.

16. Have the Commissioners decided that, as far as the possible trade is concerned, it will be better to construct a line with a grade of 1 in 40 at this stage and alter it later on, than to adopt an easier grade at the present time?—I should not like to say even that. I assume that the



*Witnesses*—W. Hutchinson, 7 May, H. W. Graeme, 17 May, and H. C. St. Vincent, 21 May, 1923.

Commissioners think that the grade of 1 in 40 is about the only practicable proposal that is likely to be adopted now. Whether the traffic will develop to warrant complete alterations in the line later on is another matter.

17. Where the question of the grade enters into the estimate of cost, is it the custom in the earliest stages to take a stiffer grade if thereby a certain amount of length and tunnelling can be cut out with the view possibly of altering the grade later on?—I gather you want to know whether the grade is considered for the present traffic and not for the future traffic.

18. Yes?—In some cases where there is not much difference in the cost of good grades and inferior grades the Commissioners always go for the good grades, but if you are dealing with a railway where the country is fairly hilly, and where the difference would be excessive, it would

not seem to be worth while to submit a high estimate. For example, if you went in for a good grade on the line from Guyra to Dorrigo it would be an extremely costly undertaking, but it would be desirable to get it if you could get it within desirable limits of cost.

19. It is really a question of the interest on the additional expenditure as opposed to the difference in the cost of hauling over a stiffer grade?—Yes. I have often said that the cheapest line is the line in which the interest on the capital cost and the working expenses are at a minimum. You might inflate the capital cost very much, and you might reduce the working expenses, but the inflation of the capital cost might be largely in excess of that, and would offset the saving in working expenses.

20. *Mr. Doe.*] What is the price of rails at the present time?—About £12 per ton.

#### THURSDAY, 17 MAY, 1923.

[The Committee met in the Council Chambers, Armidale.]

*Present*:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Glen Innes to Inverell.

Henry Weir Graeme, District Surveyor, Armidale, sworn, and examined:—

21. *Chairman.*] I understand you have prepared a statement in connection with the proposed railway?—Yes, as follows: The limits of area 12 miles on each side of this line for a distance of about 45 miles, embrace an area of about 483,000 acres. Of this area there are about 425,000 acres of alienated and long term leased lands. About 21,000 acres are suitable for agriculture; about 318,000 acres are suitable for dairying and grazing; and about 86,000 acres comprise poor grazing land. There are about 38,000 acres of Crown lands; the area of agricultural land therein is nominal; about 10,000 acres, covered mostly by Mining Reserves, would provide fair grazing land; and about 28,000 acres are inferior hilly, rocky, and steep lands, affording very poor pasturage. The area of State Forests is about 7,000 acres, and as there is a scarcity of commercial timber in these 483,000 acres affected by the

proposed railway, the whole will be required for forestry purposes. There are about 13,000 acres of reserves, most of which are required for the purposes gazetted. All reserves containing land of any agricultural or grazing possibilities have recently been reduced to the lowest limits, and the land excised has been alienated. This line would (for the present) serve fairly closely settled lands at the Glen Innes and Inverell ends, a fair percentage of which is used for agriculture and dairying. The central area is well grassed basalt grazing country. But there is some very poor and rocky land to the east and north of Nullamanna, and to the south on the Waterloo Range. The small villages of Nullamanna, Wellingrove, Elsmore, Gilgai, and Stannifer are within this 12 mile limit, but Nullamanna and Gilgai would be no better served than as at present by the Inverell-Moree Railway, other than that the distance to Sydney via Glen Innes would be considerably shortened.

#### MONDAY, 21 MAY, 1923.

[The Committee met in the Council Chambers, Glen Innes.]

*Present*:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Glen Innes to Inverell.

Henry O'Leave Saint Vincent, journalist, Glen Innes, sworn, and examined:—

22. *Chairman.*] Have you prepared a statement of your views on the proposed railway?—Yes, it is as follows:—I am organising secretary of the Glen Innes-Inverell Railway League, and have been associated with the movement, both to the coast at Grafton and from Glen Innes to Inverell, for nearly forty years. Before proceeding with detailed evidence I wish to give a short resumé of the north-western proposition from its inception for the information of the new members of the Public Works Committee, who probably are not conversant with the facts. The line was first passed by the Stuart-Dibbs

Government, and the money appropriated for the work out of a loan authorised to be raised to carry out the Public Works policy of the Ministry. On an adverse vote subsequently, the Government was defeated, and although the construction of the line is virtually on the Statute Book as an authorised work, and all expenses relating to the line for subsequent new surveys, &c., are charged against the particular work, the railway still remains to be accomplished. During the occupancy of the Treasury benches by the Lyne-O'Sullivan Government, the proposal was again submitted, and carried through the Assembly by a very large majority. It remained with the Council to reject it, for the reason that the principle of betterment was attached



to the proposal. When the Moree-Inverell line was under investigation, Glen Innes to Inverell, although not put forward as an alternative proposition, it entered very seriously into the final decision of the Public Works Committee, and the line to Moree was only carried by a majority of one. In 1914, the Glen Innes proposal with an alternative line to Guyra was before the Committee for over two years and a half. Finally Guyra was turned down by five to two, and Glen Innes four to three. Some years ago, before the advent of the Public Works Committee, Messrs. Carr and Price, who had been appointed by the Government as a Commission, after a full inquiry, recommended the construction of a line from Glen Innes to Inverell. To say the least, this is a most remarkable record in connection with a public work so urgently needed to hasten on the fuller development of one of the most important parts of New South Wales, as surely Glen Innes and the other districts adjoining undoubtedly are. The construction of the Glen Innes railway is urged again for the following reasons:—(1) The route is the shortest and least expensive to construct; (2) the advantages of geographical position, the existent community of interest, and the great volume of public traffic give to Glen Innes a superior claim as the junction to link up the north-western system with the Great Northern railway; (3) the line would be invaluable in seasons of drought to the famished north-west, where for past years thousands of stock have perished; (4) the railway would give an immense impetus to settlement leading up to at least 100,000 acres being put under cultivation; (5) the fact that the line has already received Legislative sanction its construction is claimed, if not as a legal right, certainly on the grounds of an imperative necessity; (6) at least 90 per cent. of the traffic at the present time passes over the line, and is the shortest way for the people of the north-west to convey their produce to the northern markets. Hardly is there a practical limit to the source of production in Glen Innes district for those commodities which the north-western districts do not produce. With proper outlets our farmers can raise 2,000,000 bushels of oats, besides other crops. Something like 50,000 tons of potatoes could also be raised. The capabilities of Inverell for semi-tropical production are also enormous, and it would be impossible to overstate the resources of that district in this respect. Given a proper outlet, it would become one of the principal wheat granaries of the State. The land on the route is unquestionably the best for closer settlement, and I may remark that if the railway is passed there is every possibility of a goodly number of settlers coming out from England to take up land. Quite recently a gentleman from Essex, England, visited Glen Innes, and after investigation of its surroundings, decided on his return to bring under the notice of a community of prospective emigrants, who possessed capital ranging from £2,000 to £3,000 each, the agricultural capabilities of the intervening country hence to Inverell, and if the line were established he had no doubt that considerable settlement would follow. The value and extent of our forestry wealth must be emphasised, but as this question will be dealt with by the expert evidence of a witness to follow, I would not say more than that the towns of Glen Innes and Inverell have been largely built up from the forests on our eastern slopes. I look to the development of the great coal measures at Ashford as another source from which revenue would be derived. If a spur line were constructed to Inverell, at least 12,000 tons of coal would be drawn from the mines to serve our local requirements and those other parts of New England. This would be irrespective of supplies sent to Queensland, which would not be inconsiderable. The establishment of a woollen mill at Glen Innes is receiving consideration from capitalists who are willing to embark in the project if an assurance can be given that the north-western supplies of the staple can be delivered here by a more expeditious and cheaper mode of carriage than by team. The local company would have a capital of £100,000, and those who are directly interested consider that there would be no difficulty in raising that amount and estab-

lishing a factory for the manufacture of woollen goods. Giving evidence at the enquiry in 1914, Mr. F. G. Finley, a former district surveyor, gave some facts and figures which I am anxious to recapitulate, as follows:—"Assuming that the Committee require evidence as to the country on each side of the line to a distance of 10 miles—I am confining my evidence within those limits—approximately the area within those distances is 600,000 acres; of this area, there are, by a close calculation and approximation, about 150,000 acres of rich agricultural land. The geographical formation is principally basaltic and trap, but there is a comparatively small area suitable for grain to the south and east of Inverell. The proportion of agricultural land is approximately one-fifth—certainly not under that—the whole area is suitable for mixed farming, and the agricultural land is eminently suited for closer settlement. I fix a living area on the good land at from 300–350 acres for an average family, and at about 1,000 acres for the mixed farming area for the same purpose. If the large estates along the proposed route were subdivided into living areas, as set forth in my evidence, the land would be simply rushed. The only unoccupied Crown lands along the route are a few small reserves and the stock route. The country is abundantly watered along the route by Furracabad Creek, Waterloo Creek, Swan Brook, King's Creek, and the McIntyre River. Besides, there are numerous small tributaries and creeks, and water can be obtained by sinking. The productive value of the land is almost illimitable; it would produce splendid crops of wheat, oats, barley, maize, and fruit in any quantity. It is a first class wool-growing area, and I estimate the grazing capacity of the whole within the limits named at one sheep to 1 acre." I believe if the line is built it would be a great boon to our north-western interior, for under existing arrangements Inverell is compelled to send its supplies of produce to Sydney, a distance of not less than 400 miles, besides coming into direct competition with the cheaper sea-borne produce and the western and southern districts. If it could be conveyed to its natural markets, the growers of Inverell would be in pocket to a great extent, and the western districts would also benefit. Local firms deal largely in oats, potatoes and maize, and recognise the importance of these markets. At present, they have to send round by Werris Creek to reach them. The construction of the line would be a saving to the Railway Department, inasmuch as all the produce is now carried over the route to Sydney, which is recognised as entailing much loss to the railway revenue. If this traffic could be directed to the north, the loss would be greatly minimised. Inverell, Warrallda, Moree, Narrabri, Walgett, and Wee Waa would be served; and, coming back due west, Mungindi, Texas and Ashford would draw their supplies from Glen Innes. In times of depression, the towns named would be better and cheaper supplied from Glen Innes, more particularly in fodder for starving stock when drought conditions prevailed. The following will show the saving in distances as from Sydney compared with the distance from Glen Innes, if the Glen Innes-Inverell railway were constructed:—

	Miles from Sydney.	Miles from Glen Innes.
Moree.....	413	155
Narrabri .....	353	196
Walgett. ....	457	304
Wee Waa .....	372	219
Mungindi .....	485	230
Texas .....	535	57
Ashford .....	535	57
Warrallda .....	557	102
Bingara .....	557	102

I do not hesitate to say that it would be in the best interests of the people if better facilities for the interchange of trade were created by linking up the two railway systems by a line from Glen Innes to Inverell. Not only is this fact generally recognised by the residents intimately concerned, but it is supported by the Clarence, Richmond, and Tweed rivers, making a total of upwards of 120,000 people who desire the connection. The railway would greatly stimulate production and extend settlement by the opening up of



*Witness*—H. C. St. Vincent, 21 May, 1923.

fresh markets and widening the spheres of agriculture, horticulture, and dairying. The country to be served is very resourceful in character, and for every single acre on any competing line there are at least ten on the direct route. In regard to traffic, the position is still more marked; for whereas it is almost a myth from Guyra to Inverell, over 20,000 persons travel to and from the latter town and intermediate places to Glen Innes yearly, and the figures will rapidly increase as time goes on. As regards immigration, it may be as well to remark that the British authorities will allow a given sum to the New South Wales Government for every *bona fide* settler on the land from the British Isles. Relating to the possibilities of the proposal, mention may be made of the growth of sugar beet, for which the soil is admirably adapted. Some years ago I offered prizes for a given quantity of the tuber grown in this district. Analysis by the Department of samples sent from different localities gave the extraordinary return of over 30 per cent. of saccharine matter. This is 10 per cent. higher than the standard obtained by the suppliers to the Maffra Sugar Mills in Gippsland, and it has never been excelled, I understand, by the beet traders of the Old World. Figures in my possession disclose that an industry of the kind established at Glen Innes would mean to the growers of sugar beet on the land in this district a revenue of £25,000 per year. In conclusion, I may refer to mining in our own centre. In a normal season the value of minerals won is £250,000. There are two dredges working at the Skeleton Creek Tin Mines. The Kingsgate Mine, which some time ago was floated for £100,000, it is anticipated, will shortly be re-opened for active operations, and, probably, 200 men will find employment on the property. Some remarkable developments have taken place at Sapphire, between Inverell and Wellingrove. The mine is regarded by American experts to be the most valuable discovered in the world. Two companies are interesting themselves in the collection of sapphires on the field, and some exceptionally fine stones are reported to have been despatched abroad. One of the managers has expressed his surprise that such a large area as that existing from Wellingrove west should not have been brought into productivity. He says the land surpasses in richness anything that he has seen in the United States, and, in his opinion, would maintain a very big community of agriculturists on this fine volcanic belt. The gentleman who expressed this opinion is widely travelled, and has seen a great deal of Canada and the United States.

23. In making up your estimate of 2,000,000 bushels of oats and 50,000 tons of potatoes which could be produced in the district following the construction of the proposed railway, what area did you take?—About 100,000 acres.

24. Where is that land situated?—Portion along the line and some extends out to Ben Lomond.

25. Taking the land 12 miles from Glen Innes and 12 miles from Inverell, how much of that 100,000 acres is included?—About 50,000 acres.

26. Do you regard the land 12 miles from Glen Innes as being fairly well served by the Great Northern Line?—No. The construction of the proposed railway would stimulate production. It is too far to cart stuff 12 miles and over to the railway.

27. In the 12-mile zone, as indicated on the map supplied by the Lands Department, there are 475,000 acres. Is your 100,000 acres wholly within that area?—I should say it is.

28. The Committee recently heard evidence from the District Surveyor at Armidale, who stated that 12 miles on each side of the line for a distance of over 40 miles there are 483,000 acres, about 425,000 acres being alienated and long-term lease land. He said about 21,000 acres are suitable for agriculture, 318,000 for dairying and grazing, and about 86,000 acres comprises poor grazing land?—I would sooner base my opinion on the evidence previously given by Mr. Finley.

29. He does not say there are 100,000 acres of agricultural land. He is silent on that point. Did you go over the country and make a careful examination before you arrived at your estimate of 100,000 acres?—No; it is merely an estimate of people well acquainted with the country.

30. How many bushels of oats year in and year out are produced in the Glen Innes-Inverell district?—About 100,000. I believe the whole district is capable of producing 2,000,000 bushels.

31. Ben Lomond and Glencoe are already served?—To an extent, but that produce would go west.

32. What is the annual production of potatoes in the district?—Nearly 30,000 tons.

33. How much of that quantity is produced between Glen Innes and Inverell?—About 10,000 tons.

34. Do you consider the proposed railway on its own, with no ulterior consideration of a connection with the coast?—Yes, absolutely. Our geographical position makes it immaterial to us whether the line to the coast is built north or south of Glen Innes. A line to the coast would soon have an influence on production in the district, and our principal market at present is in Queensland.

35. Are you able to fully supply the Queensland market?—No. We have not sufficient produce, although we have the land.

36. Do you know whether chaff from this district is now being consigned to the north-west?—Yes, a considerable quantity which goes via Werris Creek.

37. Is much of that class of product grown near Inverell?—No, I do not think so.

38. *Mr. Burke.* Can your produce be marketed to better advantage westward than towards the coast?—Yes. Westward we have a market for chaff and potatoes, and there is an opening on the coast.

39. Why are you more concerned about going westward than eastward with your produce?—Because we are only 40 miles from Inverell and 120 miles from the coast. We have a very large trade with the north. Glen Innes is in the centre of the New England plateau.

40. Would a line from Guyra to Dorrigo be of service to the Glen Innes people?—I do not think it would draw a considerable amount of our produce, because we have such a fine market in Queensland.

41. Queensland is your natural market?—It draws a large proportion of our produce. I should say 75 per cent. of our produce goes north.

42. Do you favour the construction of a line from Guyra to Dorrigo?—In the absence of a more direct line it would.

43. Are there any very large estates between Glen Innes and Inverell?—There are some comparatively large ones. There are two of over 30,000 acres. The area of King's Plains estate is over 70,000 acres.

44. Is that country suitable for closer settlement?—Very.

45. Are the owners of those large estates willing to subdivide their land if the railway is constructed?—I think so. Mr. Sinclair, who has 13,000 acres, would be prepared to subdivide, and I think Mr. Body and Mr. Anderson would also.

46. Is the bulk of the land along the route of the proposed railway suitable for agriculture, including wheat and potato growing?—Yes; and it is also suitable for dairying, with cheap conveyance.

46½. What is the land like between Inverell and Guyra?—Most of it is unoccupied. It may be good pastoral country, but for the most part it is not agricultural land, and a lot of it is mining country.

47. What is the average rainfall of this district?—For the last fifty years it has been from 32 to 33 inches. Inverell's market for wheat is Queensland. There is a very



Witnesses—H. C. St. Vincent and W. A. Cramsie, 21 May, 1923.

small area in Queensland suitable for wheat-growing. In the Darling Downs a fair quantity is grown, but from there to the Gulf of Carpentaria none is produced. Inverell would send an enormous quantity of wheat to Queensland if the line were built. Queensland is not a wheat-producing State.

48. What does it cost per ton to transport potatoes from Inverell to Glen Innes?—About £2. There is only one mill in New England, although at one time there were four. Wheat is sent via Werri Creek.

49. *Mr. Cameron.*] What effect would the King's Gate mine have on the proposed railway?—No direct effect.

50. *Mr. Doe.*] Could you give the Committee an idea of the number of farms of 350 acres and 1,000 acres within the influence of the proposed railway that could be made available?—There is room for 1,000 such farms.

51. Why is it that there is only one mill operating in New England?—We have grown very little wheat here of recent years. Farmers have confined their operations principally to oats and potatoes.

52. Are they more profitable than wheat?—I think so. Many of our settlers are grazing sheep.

53. *Mr. Drummond.*] You have mentioned that 20,000 persons travel between Inverell and Glen Innes. Does that mean 10,000 each way?—Yes, I believe my figures are under-estimated.

54. What is the return car fare from Inverell to Glen Innes?—30s.

55. If the railway were constructed would more people travel between Inverell and Glen Innes than now travel by car?—Yes. Many residents of the north-west would make their summer residences in the Glen Innes district, and would travel to and from their homes as people travel from Sydney to the Blue Mountains.

56. From where does the local flour mill draw its supplies?—It gets a large quantity of wheat by team from Inverell and by rail from Tamworth. The bulk comes from Inverell.

57. Would the construction of the proposed railway give an impetus to the local milling industry?—Decidedly.

58. Where is the nearest mill to Glen Innes?—At Inverell, about 42 miles away. If the railway were constructed there would be a large market for the Inverell wheat-growers in the north.

59. *Mr. Doe.*] Where is the nearest mill to Glen Innes on the main railway?—There is one at Tamworth and one at Warwick, which are about equal distance from Glen Innes. We estimate the revenue of the proposed line from various sources at £40,000 per annum.

William Augustine Cramsie, stock and station agent and Mayor of Glen Innes, sworn, and examined:—

60. *Mr. Travers.*] You have prepared a statement bearing on the proposed railway?—Yes, it reads as follows:—Glen Innes, whose population has increased by only a small number in the decade, is the only town and district in the northern portion of the State which has shown an increase. The municipal population at the present time is slightly in excess of 5,000, while the population of the district is slightly in excess of 7,000, making a total of over 12,000, as against a population in 1903 of 3,200 and 1913 4,500. The municipal revenue in 1913 was £8,472 17s. 10d., and in 1922 it was £19,000. The number of residences in 1922 in the municipality was 1,114 and outside the municipality 1,559, as against a total of 1,950 in 1913. The gas made in 1913 was 8,148,600 cubic feet, and in 1922 slightly in excess of twelve millions, the price being 6s. 8d. as against 7s. 6d. Glen Innes Municipality has electricity, gas and water services under the control of the council. The gas works are the first one of the only two municipal gas works undertakings in the State to be cleared of encumbrances. The whole of the communal services of the municipality are up-to-date, progressive, and financially sound. The unimproved valuation in 1913 was £238,629, and in 1922 it was £284,466. I held

† 2605—B

large vested interests at Glendon, 14 miles from Glen Innes, an estate which for productivity and general resourcefulness is equal to any land along the route of the proposed line, and in saying so I am only emphasising what capable farmers think and say of the intervening country generally. I am also acquainted with the country from Inverell to Walgett and north to Mungindi, and have always held that a railway connecting those districts with Glen Innes was necessary in the best interests not only of this locality, but of the whole of the New England plateau. In droughty seasons stock could be brought to the pastures of our eastern slopes in twenty-four hours from Burren Junction and adjacent places towards the east. At the present time there must be at least 50,000 sheep and cattle depasturing from places westward, and probably before the season is over there will be 100,000. Along the proposed route, for 10 miles on either side, the country lends itself to closer settlement, and I am confident that it would afford homes for at least 1,000 to 2,000 farmers. There would be an immense demand for building timber, and I would advocate spur lines from Red Range and Glen Elgin. The coal measures at Ashford, if opened out, would supply the whole of the immediate northern districts, and if properly developed the mine, which contains immense deposits, would become one of the greatest factors for advancing the development and prosperity of the north. A very important industry would be brought into force if the line were extended west, in the conveyance of firewood. I should say there are at least 1,000,000 tons within 20 miles of Inverell and Glen Innes. At Glendon I have grown 60 bushels of maize to the acre and harvested 120 (4-bushel bags of corn from 8 acres). There is a big potato area from Glen Innes to Nullamanna, and I have known from 6 to 8 tons to the acre to be dug. Clairville, on the route, would be equal for agricultural purposes, and in some respects better for mixed farming. Dairying would receive a great lift forward, adding, I should say, 50 per cent. to the Glen Innes factory's returns. I support the secretary's statement as to the number of passengers and conveyance between Glen Innes and Inverell. Glen Innes is now the favoured resting-place for Queensland visitors who desire to have a change from the hot climates, and is also extensively patronised by residents of the north-west and coastal districts. Rail communication between Glen Innes and Inverell would be a boon to the residents of the whole of the north-western districts, as it would enable them to get away from their hot climate and enjoy the cooler atmosphere of New England, which at present is practically impossible for large families.

61. Taking a 12-mile zone on either side of the route of the proposed railway, what proportion of the land is suitable for agriculture?—A very large proportion.

62. What is the area of Glendon on which you say you have grown 60 bushels of maize to the acre?—12,000 acres. It is used for mixed farming. It was cut up in areas of from 200 to 700 acres.

63. How would you describe the land within the influence of the proposed railway?—The further you go from Wellingrove towards Inverell the better the country. It will grow potatoes, oats, wheat, and corn. Good wheat can be grown on the western slopes.

64. How much land would a man require there for mixed farming?—700 to 800 acres, and for farming alone from 50 acres upwards.

65. Is there much agricultural land half-way between Glen Innes and Inverell?—Yes.

66. Does the produce from that district find its way to Glen Innes?—Yes. They do not grow too much because of the long cartage and the heavy carriage.

67. What produce comes this way?—Principally wheat and corn.

68. You have stated that in droughty seasons stock could be brought to pastures on our eastern slopes in twenty-four hours from Burren Junction and adjacent places, that at the present time there must be at least



*Witnesses*—W. A. Cramsie and D. M. G. McGregor, 21 May, 1923.

50,000 sheep and cattle depasturing from places westward, and that probably before the season is over there will be 100,000. Where do those sheep and cattle come from?—The north-west, about Burren Junction and Col-larenebri.

69. Do many cattle from Moree find their way here?—Sheep do in drought time. Cattle do, too.

70. Is not the Moree district safe for stock?—I do not consider that it is. We have had only three droughts here in forty years.

71½. You have also stated that along the proposed route the country for 10 miles on either side lends itself to closer settlement, and that you are confident it would afford homes for at least 1,000 to 2,000 farmers. What form of agriculture have you in mind?—Wheat, potatoes, and corn. Dairying is also being carried on for 20 miles along the proposed line.

71. Is there better country closer to Inverell?—Yes.

72. Is much wheat grown there now?—Yes, a good deal between Inverell and Nullamanna.

73. If the proposed railway were established would it result in a divergence of traffic from the Moree-Inverell line which now finds its way to Sydney and go towards Brisbane?—I dare say some of it would, because that would be the best market and the distance is shorter.

74. Is there much trade between Glen Innes and Brisbane?—Yes, over 1,000 tons of produce—principally chaff—was sent from Glen Innes to Brisbane last month.

75. Is that a spasmodic trade?—It is now, because of the dry times. The traffic would increase with the construction of the proposed railway.

76. Is there much traffic between Inverell and Brisbane?—The cost of carriage from Inverell is too heavy.

77. Was the 60 bushels of maize to the acre on Glendon grown over an extended area?—I put in 8 acres that year.

78. What is a fair average yield of maize in that district?—From 40 to 50 bushels.

79. Is much dairying carried on in the district now?—Yes.

80. Is there a creamery on the route of the proposed railway?—No, cream is sent to Glen Innes, and the hot weather knocks it about.

81. Is dairying carried on as an adjunct to other farming pursuits?—It is generally carried on with something else.

82. What is a fair average value of alienated land within a reasonable distance of the proposed railway?—On the big estates it should be worth £4 per acre, and further out £3 10s. per acre, fully improved.

83. Name some of the large estates within the influence of the proposed railway?—Glendon, 12,000 acres; Waterloo, about 16,000 acres; and King's Plains, about 30,000 acres. Once you reach King's Plains the land becomes more suitable for wheat.

84. If only one line is to be constructed which, in your opinion, is the best?—I would sooner see the Glen Innes-Inverell connection made, but a line from Guyra would suit.

85. *Mr. Drummond.*] The District Surveyor at Armidale has stated that there is some poor and rocky land to the north of Nullamanna taking a 12-mile limit on either side of the proposed line. He has stated that to the north and east there is some rough and poor country to the south of Waterloo Range. Does that constitute a considerable proportion of the land to be served?—The line would not go close to that land.

86. *Mr. Vincent* has expressed the opinion that 350 acres of agricultural land in the district is sufficient for a living area?—I think in parts of the district effected by the line from 100 to 200 acres would be quite enough. On Furracabad there are holdings from 50 acres upwards and the owners have done well.

87. Would the areas be similar as you go further west?—I think you would want more there, as the rainfall is

not quite so good. Wheat grown here is too moist, and it is necessary to buy other wheat to mix with it. We have grown good wheat, but it is too soft.

88. Do you consider that the question of providing a deep-sea port on the North Coast enters into the proposed railway?—No. The line if constructed would show a good return in time. Of course, I would like to see a connection between the tableland and the North Coast. I think there is a chance of a line being constructed from Tenterfield or from Guyra to the coast.

89. *Mr. Travers.*] Have you some evidence to give regarding passenger traffic?—Yes, I ran a car service between Glen Innes and Inverell for ten years and carried a very large number of passengers a week. There were also private cars carrying passengers. Over 20,000 people travelled backwards and forwards in a year.

90. Was that from 1910 to 1920?—Yes. There was some opposition as well.

91. Is that traffic increasing?—Yes, more passengers are carried now than ever there were.

92. What is the fare?—15s. each way.

93. You say that there is a big potato area from Glen Innes to Nullamanna, and that from 6 to 8 tons per acre have been dug. What would be the area?—25 acres on Glendon. They are growing them to-day. On King's Plains they grow better than they do here.

94. Would the potato industry provide a large revenue for the railway?—Yes.

95. Could those potatoes compete with the Guyra potatoes?—Yes.

96. *Mr. Doe.*] Where is the limit beyond which oats, potatoes, and maize growing is more profitable than wheat-growing?—I do not think there is any such limit along the line.

97. If it is more profitable to grow potatoes, oats, and maize from Glen Innes to Inverell there probably would not be much wheat grown?—Yes, there would be, because transport would be cheaper.

98. Is it likely that the large estates would be cut up if the railway were constructed?—Yes, most of the owners would be only too pleased to do so. I believe in doing that.

99. *Chairman.*] What are the roads like into Glen Innes from the surrounding agriculture districts?—They are not bad.

100. Is there any complaint of the freight on agricultural produce due to the bad roads?—No, freights are generally based on distance.

101. *Mr. Drummond.*] What is the attitude of the landholders along the route of the proposed railway in regard to handing over their land?—In my time, every grazier from Glen Innes to Nullamanna, with the exception of one, offered to give land for nothing for a railway. A syndicate offered to build a line between Glen Innes and Inverell, but the Government refused to give its consent.

102. *Chairman.*] How far out from Glen Innes towards Inverell does it pay to grow potatoes?—They do not grow them much for sale further than 12 to 14 miles, the carriage is so heavy.

103. And oats?—As far as 20 miles. I think the profitable distance to cart is 7 to 8 miles.

104. What is the general rate per ton per mile for 14 miles?—£1.

105. Is that a recent rise?—Yes, fifteen to twenty years ago I paid 15s. for that distance.

Donald MacIntyre Gower McGregor, stock and station agent, Glen Innes, sworn, and examined:—

106. *Mr. Burke.*] Will you give the Committee your views of the proposed railway?—The evidence I wish to give is practically the same as that tendered by me before a previous Public Works Committee. That evidence, true then, is absolutely true now. Having been here thirty-eight years, I know every mile of the land in the Inverell, Armidale, Tenterfield, Grafton, Upper Clarence, and



Witnesses—D. M. G. McGregor and F. C. Bates, 21 May, 1923.

Richmond River districts. Besides being a stock and station agent I am a grazier and farmer in a small way, and for the last twenty-five years I have been a member of the Glen Innes Stock and Pastures Board. I claim there is only one proper junction, and that is at Glen Innes. A railway from here to Inverell would go through good country all the way. I have heard it stated that 9 miles south of Waterloo there is poor country. I am sure there is not a yard of poor country there. There is none that is not carrying over one sheep to the acre, and it has done so during the thirty-eight years I have known it. The immediate district of Glen Innes grows a considerable amount of produce, mostly oaten hay and potatoes. It is estimated that there are between 30,000 and 40,000 tons of hay produced at the end of the cutting season, within 15 miles of Glen Innes. For the first 25 miles the line would pass through heavy cropping country, equal to that in this district. With the building of the railway production would be doubled, which would largely increase the revenue to the line. Over 60,000 sheep have travelled over our roads from Warialda, Moree, Boggabilla, Yallaroi, and the Mungindi country for agistment. Quite another 60,000 would have come if transport had been easy. Those stock have been hand-fed where owners can afford it. From Inverell to Delungra and from Moree to Garah and Mungindi 1,000 tons of chaff and 1,000 tons of corn are wanted now. To reach those places we have to send produce about 500 miles as against 60 miles by the proposed railway. The cost of transporting stock and carrying fodder over 500 miles is too great. From the Inverell-Warialda district in the last four months probably 15,000 sheep were sent to the Brisbane market. Because there is no direct railway connection they had to be travelled to Goodiwindi, Inglewood, or Wallangarra. That is railway revenue lost to the New South Wales railways. Of those sheep a fair proportion were afterwards trucked from Brisbane to Tweed Heads for disposal on the North Coast, as no mutton is grown there. There would be a tremendous traffic between here and the Richmond, the Upper Clarence, and Grafton if there were railway communication. Glen Innes is not a wheat-growing district, but in the Inverell district there is very good wheat land. Mining is also an important factor.

107. *Mr. Burke.*] The District Surveyor at Armidale has stated that much of the country within the influence of the proposed railway is poor. Do you disagree with that opinion?—I do not know how he could have possibly arrived at it. It is not correct.

108. Does the natural market of the Inverell and north-western districts lie through Glen Innes?—To a great extent, and we have a market westward for maize and chaff. We should have a splendid market on the coast for the same class of produce as we would send west.

109. Do you favour a connection between Guyra and Dorrigo?—It would not be worth anything to us, and at Coff's Harbour we should be further away from our objective than when we started.

110. Would not you have a big outlet for your produce along that line?—Not as big as we should have the other way. We want to go by as direct a route as possible to where the population is.

111. I take it you are of opinion that produce from the Inverell district, which at present goes to Sydney, would come this way?—Yes. With the railway farmers would be encouraged to grow a greater quantity of produce and the railway would have more freightage.

112. What is your opinion of the alternative proposal from Inverell to Guyra?—It bears no comparison, having in mind the country between Glen Innes and Inverell and between Inverell and Guyra. For every person who travels between Guyra and Inverell there are twenty who travel between Glen Innes and Inverell.

113. Do you consider that there would be voluntary subdivision of large estates if the line were constructed?—In a good many cases there would be, but not in all. At present we have all facilities except differential railway freights to go to Brisbane, and under ordinary conditions four-fifths of our produce goes to Queensland.

114. *Chairman.*] The District Surveyor, Armidale, has stated that there are 483,000 acres within the influence of the proposed line. He says there are about 425,000 acres of alienated and long-term lease land. Of that 21,000 acres are suitable for agriculture, 318,000 acres for dairying and grazing, and 86,000 acres comprises poor grazing land. Is that a fair description of the country?—No, it is not correct. On one property alone there is more agricultural land than there is on the whole lot—that is King's Plains.

115. How many acres of the land on King's Plains is within the 12-mile zone of influence?—About 15,000 acres is agricultural country.

116. That leaves only 6,000 acres, according to the District Surveyor's estimate, of arable land within the influence of the line?—Yes.

117. Of the 483,000 acres what proportion is arable land?—75,000 acres easily, at a guess.

118. The District Surveyor at Armidale has also stated that there is some poor and rocky land to the east and north of Nullamanna. Do you agree with that?—Yes.

119. And similarly to the south of Waterloo Range?—No, there is none there. There is hilly country. It is a sheep and a quarter to the acre country.

120. You have referred to the transportation of starving stock in time of drought. How often would that occur?—In the districts I refer to about once in four years.

121. *Mr. Travers.*] I take it you would expect to get better returns, acre for acre, from a line from Glen Innes to Inverell than from a line from Guyra to Inverell?—Yes.

122. It is contended that in both cases the revenue, mile for mile, would be about the same. You do not agree with that opinion?—No. Twenty times the quantity of produce could be grown on the Inverell to Glen Innes line as on a line from Guyra to Inverell.

123. *Mr. Doe.*] What is the cost of transfer per ton at the break of gauge?—1s. 6d. It is 1d. a head on sheep.

124. *Mr. Drummond.*] Regarding the transport of stock in drought time, I gather from your remarks that it would be a very considerable advantage to have this link between the north and north-west. You have inferred that the stock routes are eaten out. What is the procedure when a man wishes to get his stock on to the coastal fall; does he travel them overland and starve them, or does he truck them around by Werris Creek?—We have still a little grass on our stock routes, but once you get out of this district they are not trafficable.

125. Do many stock come to this district from the north-west?—Yes, every drought time.

126. What proportion of stock from Inverell, Warialda, and Moree would be sent around by Werris Creek?—About 5 per cent. of the total number would be trucked. Of one lot of wethers sent away, numbering about 6,000, nearly 10 per cent. were lost. There are from 5,000 to 10,000 cattle here on agistment, which have not used the railway.

Frederick Charles Bates, manager, Sunlight Flour Milling Company, Glen Innes, sworn, and examined:—

127. *Mr. Drummond.*] I believe you have a statement to read?—Yes, as follows:—As there are many other gentlemen giving evidence regarding the volume of traffic that would follow the construction of the Inverell-Glen Innes railway I wish chiefly to state the case with reference to the carriage of wheat, &c. The nearest station from which we can now draw wheat is Tamworth (a distance of 141 miles). As Inverell is but 42 miles distant, a considerable saving in mileage is effected if we draw from that centre. I am safe in stating we would draw annually



*Witnesses*—F. C. Bates and W. H. Wilson, 21 May, 1923.

3,500 to 4,000 tons of wheat, including intermediate stations. In addition to this, from time to time a heavy volume of wheat would pass from the north and north-west to Queensland. The wheat-producing qualities of the soil between Glen Innes and Inverell have been fully proved. Some of the finest grain I have ever seen is grown at King's Plains. A substantial increase in wheat-growing would follow the construction of the railway. It has always been recognised that rail connection between the coast and tableland would be a matter of time only, and the recent public announcement by Sir Joseph Carruthers that this line is to be constructed in the near future will cause the gap, Inverell-Glen Innes, to become famed as a national absurdity. Were it not for rival routes we would, no doubt, have had this line constructed years ago. There are large populations at Inverell and Glen Innes which should weigh decidedly in favour of the line being constructed. The Inverell-Glen Innes railway, in conjunction with the tableland-coastal railway, will create entirely new and better conditions for the northern and north-western people. In addition to the heavy goods traffic the passenger traffic would be considerable. The tableland would offer a ready refuge for people, particularly women and children, from the humidity of the coast and the heat of the west and north-west in the summer months. On the other hand, New Englanders would, in the winter months, find a welcome change to the districts mentioned. Thus would the flow citywards be checked to no small extent and a big stride in the policy of decentralisation effected. The people of the north feel keenly the neglect of this portion of the State with regard to public works. As a condition of recommending to Parliament the construction of the line, I would respectfully suggest that the Public Works Committee insist that all the estates served by the railway be covered by proclamation for resumption at present values, and any profit on re-sale be credited to the cost of the line. Wheat grown in this district is a soft variety and requires blending with hard wheat.

128. Where is the nearest mill to the Glen Innes mill?—At Warwick, in Queensland, and at Tamworth. There were two others, but they have gone out of commission.

129. You have stated that you would draw 3,500 to 4,000 tons of wheat a year. What would that represent in bushels?—150,000, roughly, which is the capacity of our mill.

130. Have you gone into the Inverell district to purchase wheat?—At Swanvale, half-way between Glen Innes and Inverell, there are several wheat-farmers whose wheat we get every year. The quantity is limited owing to the cost of haulage. I draw about 3,000 bags on an average from Swanvale. If the railway were constructed we would draw a large quantity.

131. Have you considered that whereas the construction of the railway would bring you nearer the wheat districts it would also bring you nearer to a competing mill;—would that have an effect on the quantity of wheat you would use?—No. At the present time the only competing mill would be at Inverell, which already has a fine district to work on. A railway would enable us to extend our business. Competition from Inverell would not be considerable. We should still handle a large volume of business.

132. Have you difficulty in keeping your mill going under existing conditions?—Yes. One hundred and forty miles, the distance we have to haul wheat, is too far. The milling trade asked only 2½ per cent. from the price-fixing authorities. We work on a small margin of profit, and depend on a big volume of business to make the profit which the shareholders look for.

133. Do you mill for export?—Sometimes, but very seldom.

134. If the railway were constructed would the mill work more for export?—We should not do it for overseas. The large city mills have a decided advantage in the export trade, and our export trade would be spasmodic.

135. What would be your position if, instead of the line being constructed from Glen Innes to Inverell, it went from Guyra to Inverell?—In that case we should not be much better off than we are at present.

136. Regarding the export of produce, have you considered the matter of connection with the North Coast?—A connection between Tenterfield and Casino would suit us best, as it would bring us in touch with a big population. We should still hold our trade with Tenterfield, and it would mean an extension of business.

137. If the line went *via* Guyra to Dorrigo would you not still have a market?—Yes, but the Darling Downs suffers from a wheat shortage and the Warwick mill has to come to New South Wales for its supplies. There is a shortage pending now. Queensland has never produced more wheat than it actually required, although it has exported some.

138. *Mr. Cameron.*] Why did the other two mills close?—They were crude stone mills, and when the roller system came in they went out.

139. Who are your competitors in flour?—Tamworth and Inverell.

140. Do the business people of Glen Innes buy flour from Inverell and Tamworth in preference to their own flour?—It is not a matter of preference.

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William Henry Wilson, farmer, and president of the Severn Shire Council, Elm Vale, Furracabad, sworn, and examined:—

141. *Mr. Doe.*] Have you a statement to make?—Yes, as follows:—"In my position as a practical farmer, and one having a good knowledge of the material side of the question now before the Committee, I wish to present some facts which I think are very pertinent to the subject at issue. At Furracabad, where I reside, there is a belt of country extending west for 12 miles, and on the north 20 miles of great fertility and equal to producing anything suitable of a nature indigent to a climate like New England. The land is cropped principally with oats, maize, and potatoes, and with each recurring season the individual farmer invariably reaps a fine harvest. I estimate the returns of produce for this section at 50,000 tons, and on the adjoining farms at Stonehenge about 40,000 tons. Our chief market is in the north. In seasons of stress—such as the one now being experienced in the north-western districts—we sent a good deal of produce in that direction by teams and round by Werris Creek. The latter route is over 400 miles, as against 42 miles from Glen Innes to Inverell by road, or 47 if the railway were constructed. The line would be of incalculable benefit to the producers generally, and would lead to the existing area of 200,000 or 300,000 acres being largely cultivated by individual occupiers. Outside the trade done in produce, the community of interest between the two places would be of no less importance. Glen Innes is a centre of traffic for all the districts extending as far out as Walgett to Mungindi on the Queensland border. If the line were built, that traffic—large though it may be in existing circumstances—would increase materially, because it only requires the stimulating effect of the steam horse to foster settlement and production in districts so splendidly endowed by nature as Inverell and Glen Innes."

142. What are you doing on your farm?—I am mixed-farming. I have sheep, and grow oats, corn, potatoes, pumpkins.

143. Where are the 200,000 acres of cultivable land to which you have referred?—Mainly between here and Inverell. The proposed railway will enable us to find a market. We could send our produce direct to market, whereas now we have to send it by rail by way of Werris Creek. Much of the land within the influence of the proposed railway is suitable for potatoes, but it does not pay to cultivate them on a large scale.



Witnesses—W. H. Wilson, W. Marshall, and E. C. Sommerlad, 21 May, 1923.

144. The area of cultivable land within the influence of the proposed line is stated by the District Surveyor at Armidale to be 21,000 acres?—There must be a larger area than that. I speak of the district in general.

145. How far can you profitably cart potatoes and chaff to the railway?—Not more than 8 or 10 miles.

146. What is a reasonable living area within the influence of the proposed line?—It varies. Close to the railway about 200 acres, but as you go further away you would want more.

147. To what use could the smaller areas be put?—Intense culture, including the cultivation of oats, maize, wheat, pumpkins, potatoes, &c.

148. Can you draw a comparison between the proposed railway and the alternative line from Guyra to Inverell?—There is no comparison. The land along the proposed railway is the very best, while on the other line it is poor.

149. What would the land along the Guyra-Inverell proposal be used for?—Grazing principally.

150. Have you in mind a connection with the coast?—If we are going to make the country prosperous we must have a direct line to the coast. The Guyra-Dorrigo line would be of very little use to us.

151. Do you send produce to Queensland?—90 per cent. of our produce goes to Queensland.

152. *Mr. Drummond.*] I understand that a good deal of your produce in time of drought goes to the north-west via Werris Creek?—Yes, our chaff. Potatoes go by team.

153. Have you reason to believe that if a line were constructed from Glen Innes to Inverell there would be an outlet for much of your produce in the north-west?—Yes, the whole of our produce this year would have been sold in the north-west if we had had the railway.

154. Have you had offers for your potatoes and chaff?—Yes. The whole of our potatoes could be sold in the north-west if we had the railway.

155. It has been stated that 350 acres of land in the district is a fair living area. What is your experience?—I commenced business by leasing a 90-acre patch, and in five years I was able to buy a fairly large place. I paid £50 a year rent, and then bought my own property. Since then I have bought other properties. In some places 200 acres would be sufficient for a living area. It is a mistake to cut up the land in large areas. You will get better results on small areas.

156. What is a living area on the best cultivable land in the district?—Nothing more than 200 acres.

157. As president of the Severn Shire Council, portion of which is effected by the proposed railway, have you an idea of the feeling of land-holders regarding their willingness to subdivide their land on reasonable terms should the railway be constructed?—I understand they would do that.

158. *Chairman.*] What is the average value of the 200-acre block you have just mentioned?—Close to the railway as much as £25 per acre has been paid. Eight miles out land is offering at £3 15s. to £4 per acre. When it is too far away to make it an agricultural proposition the land is generally used for grazing, and is sold as such.

159. With a capital expenditure of £800 a man could procure a living area 8 miles out?—I think with a capital expenditure of £500.

William Marshall, farmer, Wellingrove, via Glen Innes, sworn, and examined:—

160. *Chairman.*] Is your property far from Glen Innes?—About 15 miles. I estimate that for 5 miles on each side of the proposed line, starting 15 miles from Glen Innes for 20 miles towards Inverell, embracing over 200,000 acres, 25 per cent. is agricultural land. It is not heavy black soil, but what is not good for maize is good for wheat. Some of the box country is the very best wheat land. There are about 30,000 acres of such land there; 250 acres would be a living area. In some places from 125 to 150

acres would be sufficient. There is also about 90,000 acres of good grazing land where 1,000 acres would provide a living area.

161. How many sheep could a man run on 1,000 acres improved in that district?—It is one and a half sheep to the acre country. At the present time there are about fifty-five families in that district. On the north side there are some 8,000 or 9,000 acres of useless land, which is the only country along the route of the proposed railway which is not good. It is west from Wellingrove and between there and Kings' Plains.

162. Could you give the Committee some idea of the crops taken off that 200,000 acres?—In the Wellingrove and King's Plains districts it is common to take off 60 bushels of corn and 2 tons of hay to the acre. That is a fair crop on the black soil. It averages about 40 bushels of corn and 35 cwt. of hay. Further out, on the north side, the land is extremely rich, especially 20 miles from here, through Nullamanna towards Inverell. For wheat, I suppose there is nothing better this side of Tamworth. There is a coal seam at Ashford, where good coal can be obtained.

163. That coal seam could not be developed by the proposed line; it would need another line in the direction of Ashford?—That is so. It would open up thousands of acres of good land on which thistles are now growing, as it is too rich to grow grass. There are extensive limestone deposits not far from Ashford.

164. What is the average size of the holding 8 miles out?—About 200 acres.

165. Are the farmers within the 8 miles zone of Glen Innes producing as much as their farms are capable of?—Yes.

166. Is your market mainly towards Queensland?—Yes, to a great extent. If the railway were constructed farmers further out would be encouraged to produce more. They would send their produce by the railway to the great northern line. At present they are not able to send their produce away, as it does not pay.

167. Would they send produce west?—In drought time they would. There would not be a constant market in the west, but the west in bad times depends upon the tablelands for relief.

168. What is the value of the land where 250 acres is a living area?—Its present value is merely the grazing value. The average value of the whole of the land, embracing 130,000 acres, would be about £2 15s. per acre.

169. *Mr. Drummond.*] It has been stated by the District Surveyor at Armidale that the land north and east of Nullamulla consists largely of rocky and poor country; would you say that the poor country area is extensive?—No. There are small patches of poor country. There is hilly and stony land there, but it is good, sound sheep country. The poor country is not extensive.

Ernest Christian Sommerlad, newspaper proprietor, Glen Innes, sworn, and examined:—

170. *Mr. Travers.*] Have you prepared a statement on the proposed railway?—Yes, as follows:—This district, because of its breadth of resources, its climate, its even rainfall, and its comparative immunity from devastating drought, is one specially adapted to settlement on small areas. The experience of farmers already here goes to show that a good living can be made on from 200 acres of the better class of land up to 1,000 acres where it is suitable mostly for grazing only. A splendid example is furnished of this in the Furracabad subdivision, where the holdings generally are small. Land of similar quality abounds in this district. The consistency in the matter of seasons, which makes a total failure unknown, as it is known in the western districts, is the prime contributing factor towards the suitability of this district for small settlers. In the Wyalong to Condobolin proposal (now recommended by the Committee) the cost per mile is estimated at £4,800, but the living area is about 1,000 acres. In the Camurra to Boggabilla proposal, also passed by the Committee, the cost per mile is £5,355, and the



*Witnesses*—E. C. Sommerlad and M. H. Purdue, 21 May, 1923.

living area 1,000 to 1,200 acres. In the Glen Innes proposal the cost per mile is about £10,000, and the average living area on a consecutive basis is 500 acres. Thus though the western lines cost only half as much they will settle only half the number of people on a given area, and subject them all the time to greater risks of failure. This district, on the other hand, falls partially in the eastern rain belt, and its suitability for mixed farming on small areas, season by season, has been amply proved. It will thus be seen that as a settlement proposition it is eminently good. It has been laid down definitely as a matter of railway policy that northern connections will only be considered in relation to an ultimate objective of a port. While this is sound policy, I submit strongly that the connection from Inverell to Glen Innes is common to all northern rail propositions irrespective of which port is chosen, and is a first and necessary segment in any cross-country line in this area. For that reason I claim that it should be considered as a proposal complete in itself, which need not, and indeed should not, be delayed in construction until the whole length from the north-west to the coast can be completed. Thus, whether Byron Bay, Grafton, or Coff's Harbour becomes the ultimate destination of the cross-country line, the short section from Inverell to Glen Innes is, in any event, a necessary and inevitable starting point from the North-west, especially when it is remembered that there is no line connecting the interior with the main line north of Werris Creek. In the meantime, the linking up of the two towns would provide the cheaper and more direct way of connecting two great railway systems, and would at once rectify the outstanding railway anomaly of the State. The matter of the most suitable point on the northern line, from which the coastal line should then proceed east, will be governed by the choice of the port, but no decision in that direction should be affected by the adoption of the Glen Innes-Inverell proposal as the most suitable link with the north-west.

171. Where are the farmers making a good living on 200 acres?—I had Furracabad in mind. Portion of that estate runs within 2 or 3 miles of Glen Innes.

172. What are the farmers doing there?—They are growing a great quantity of chaff and oats. The Government Experimental Farm is on portion of Furracabad. A fine crop of potatoes has been grown there this year. There is a good deal of dairying and general mixed farming on Furracabad. Practically all of that produce comes to Glen Innes.

173. Where are the 1,000-acre blocks?—Further out. They include a proportion of grazing land.

174. Are the farmers to whom you have referred making a good living on 200 and 1,000 acres?—Yes, I believe so. I was brought up on a farm, and have experience of the Tenterfield, Inverell, and Glen Innes districts, and I know that in those districts where a man is industrious he has not failed to make good. During this year, which is one of the hardest we have known, numbers of farmers have had a record season.

175. You have drawn a comparison between the proposed railway and the Wyalong to Condobolin proposal; do you think that is a fair comparison, having in mind the difference in the country?—I accepted the evidence taken by the Committee and have made a comparison. Although in this hilly country the line will cost more, a living area is so much less, and the relative settlement value is rather in our favour.

176. Would you say that, excluding the country already served by the main northern line on the one side and the Moree-Inverell line on the other side, or the balance in between, taking a 12-mile zone north and south, 500 acres would provide a living area?—No, I think more land would be required.

177. Should the proposed railway be considered on its own merits apart from a connection between the tableland and the coast?—Yes, I think it should be. I am in favour of a coastal connection, but there is no reason

for delaying the construction of the proposal railway which ultimately must become the first section of a through line to the coast.

178. *Mr. Drummond.*] Have you any experience of the Inverell end of the proposed line?—Yes, I lived there for six years, during which time I was in touch with the farmers.

179. Will you name some other properties along the proposed railway as suitable for settlement as the Furracabad valley?—There are Waterloo, Newstead North, Newstead South, Wellingrove, Glendon, King's Plains and possibly Pindari. Those properties are similar to Furracabad, and, at the Inverell end, are a good deal better.

180. Do you consider that 500 acres on an average is sufficient for a living area in the district?—Not further than 12 miles from the railway, because it is too far for the profitable production of chaff and potatoes. Ten miles is quite far enough to go in and out in a day.

Maurice Henry Purdue, wholesale and retail produce merchant, and produce-grower, Glen Innes, sworn, and examined:—

181. *Mr. Cameron.*] What is the size of your farm?—I have about 20 acres within the municipality. I have prepared the following statement: The business carried on by me in Glen Innes is that of a wholesale and retail fruit and produce merchant. Of these lines, approximately 800 tons per annum is put through my business, about 300 tons of which is grown by myself. A large percentage of produce and fruit purchased is drawn from Brisbane and other parts of Queensland, also a small percentage from the Richmond River. I propose to give evidence mainly on tropical fruits and vegetables such as bananas, pineapples, custard apples, paw-paws, tomatoes, etc., and also beans, peas, sweet potatoes, early English potatoes, pumpkins, etc., grown in Queensland at a time when it is quite impossible for these districts to have them unless procured from these parts, their relative values in Glen Innes and Inverell, and the reason for the great difference in prices paid by consumers of each respective town. I also propose to show that although Inverell is only 42 miles away, her residents pay during several months of the year up to 100 per cent. more than the residents of Glen Innes. I wish to draw your attention to an instance that has come under my notice, and which happens for a period every year. People of the Inverell district and the north-west pay up to seven times more for certain fruit than the grower in Queensland receives, and nearly twice as much as the residents of Glen Innes. May I take bananas as a case in point, and show the difficulties in getting them to those parts and the reason of the high cost on their arrival here? Last year for several months the price growers received for bananas in the bunches at the Brisbane markets equalled 5s. per case. These were handled by agents who put them into cases which cost 2s. for case and packing, and who sent them forward, adding another 1s. per case for handling charges, making a total of 8s. per case to the purchaser in Brisbane. I purchased a large quantity, and tried to pick up trade in the neighbouring centres among the retailers. This fruit costs me 10s. 6d. per case landed in Glen Innes. I offered them to the Inverell men at 10s. per case less than the Queensland bananas they were receiving through Sydney. I paid the freight by car, and then showed a substantial profit. I arranged with the service car proprietors at this end to take them across, but soon found that they could not take them across regularly, and they were often left a couple of days at the garage; consequently they were several times in an unsaleable condition on arrival at Inverell, and I soon lost my connection in that way, and so had to discontinue sending them. The point I wish to emphasise is this: that the same Queensland bananas sent through Sydney cost the purchaser landed in Inverell 27s. 6d., whereas direct from Brisbane the cost would have been 11s. if this missing link of railway were established. The accumulated cost



of the bananas received through Sydney is made up as follows:—Freight from Brisbane to Sydney, 700 miles, 5s.; handling charges and repacking in Sydney, 2s. 6d.; freight from Sydney to Inverell, 500 miles, 2s. 6d.; agents' charges to Brisbane, forwarding agent, and to Inverell buyer, 9s. 6d.; original charge, Brisbane, 8s.; making a total of £1 7s. 6d. per case. The cost to the Inverell buyer landed at Inverell railway after travelling in all 1,200 miles instead of 350 miles by the direct route. The cost at Glen Innes was 10s. 6d. per case, or direct to Inverell by proposed line 11s. The retail price of the Queensland bananas received *via* Sydney to the consumer was 35s. per case, or seven times as much as the amount received by the grower in Queensland. As other Queensland fruits cannot be grown on the tablelands, the same applies to them also. My experience during the winter months and early spring with regard to green vegetables is worthy of note. We are unable to grow peas and beans in this climate during the winter months. I found that during September and October of last year I was able to purchase beans in the Brisbane markets in any quantity at 3d. per lb., whereas at Inverell and through the north-western districts the greengrocers purchased beans from Sydney at 10d. per lb., or a difference of £66 per ton more than from Brisbane, and as several tons per week would have been used through these districts had the beans been obtainable at the lower figure, the amount involved is considerable. I have put through up to 4,000 lb. of Queensland beans per week in my business alone, which at the higher figure of 10d. per lb., or 7d. per lb. more than Queensland beans would have cost me over £100 more for the week. As this amount has to be passed on to the consumer, the difference becomes serious. If we were connected by rail these people would buy in the lowest market, and be a good deal more contented with a good range of cheap products to live on. A fleet of cars travels across daily, but no car or lorry will guarantee to take the stuff regularly, and the risk with perishables is too great to get them on chance. This position exists from May until the end of October each year. From that time until 1st January the north-west has an abundance of stuff in a good season, such as green vegetables and all kinds of stone fruits which is then saleable in Glen Innes, but the same trouble exists as in the other case—no regular transport—and so Glen Innes is unable to benefit. At this time of the year the Queensland stuff is affected by the heat, and we in Glen Innes have not sufficiently recovered from the severe winter conditions to have our own produce fit for use. During January of this year potatoes were selling in Glen Innes at from £6 per ton to £6 5s. One enterprising grower (Mr. H. O'Hara) had his surplus crop sent across by horse team and received £11 per ton for them in Inverell. If these had been sent over the proposed line the cost would have only been 5s. per ton in freight more than the Glen Innes price, and the consumer in Inverell would have been saved 3d. per lb. or more on this commodity alone. The same thing is going on at present with pumpkins. This is often the cause of a good deal of discontent in the out-of-the-way districts, and which often lead to the settlers abandoning their holdings and going back to where they can obtain a regular and reasonably cheap diet of fruit and vegetables, and not be confined for months at a time on bully beef. Last Christmas I received orders from all over the northern parts of New South Wales. Among others was an order from Garah, on the north-western line, stating that they had had no vegetables there for many months, and they would be pleased if I would send them a small case of fruit and vegetables, but to send it by passenger train, as the other way, through Inverell, was unreliable, as there was no one who would put these things on the train to Moree from Inverell. I sent it by passenger train, and we paid freight at the rate of 14s. per cwt. on it, or nearly as much as the original price of the stuff in Glen Innes. This case of produce travelled over 500 miles, whereas it is only 200 miles across by the proposed line, and the line already there. Many kinds of vegetables of great food

value are often too weighty to send a great distance, as their original value is less than the freight charged. These are instances which come directly under my notice of the practical isolation of Inverell and the north-west on account of the line being unfinished. It is the one missing link in this circle of railway. I would suggest that as the line would be used mainly in connecting the trade of the north-west and the northern districts with Queensland and the Northern Rivers, the most practical point of connection is the centre nearest to those points, and that is why I advocate Glen Innes for the connection. Regarding the value of Queensland trade, potatoes are worth more here than they are worth in Sydney at present on account of the better prices ruling in Queensland just now. Quite recently I had a man from Lismore to see me who attempted to keep a motor transport running between Lismore and Tenterfield, bringing up mainly bananas and some small goods from the bacon factory, etc. He asked me if I could possibly link up with Inverell his connection at Tenterfield, as the towns in the north were so well served by Brisbane that he was unable to compete. With the high prices ruling in Inverell and the north-west, he could maintain his service in that way. I was unable to assist him, so he has had to slacken his trade, after taking 7,000 cases of apples back with him to Lismore. This is the trade we wish to foster above all things. It is the trade in our own State, and the only district that can compete with Queensland in tropical fruits is the Northern Rivers. It may be suggested that this line will show a loss for the first few years, but, as a business proposition, may I put it to you that, as the public own the railway, is it not reasonable to suppose that if 5s. is taken out of one pocket in this way and £1 put back in the saving on the lines I have mentioned into the other pocket you will have a more contented and prosperous people. It is just as reasonable to suppose that as the line would be more or less a main artery between Queensland and the great north-west the volume of business will be such that it should pay from the start.

182. Would not a good deal of the produce mentioned by you be produced in the Inverell district?—No, no tropical fruits.

183. Cannot beans be grown at Inverell in Winter?—No, beans cannot survive the frosts.

184. Would there be a good deal of traffic with Queensland over the proposed railway?—Yes.

185. If a connection were made with the North Coast, would not the production you speak of as coming from Queensland come from there?—We very much wish it, as that is the only portion of the State that produces it.

186. *Mr. Drummond.*] Do you support a railway from Tenterfield to Casino?—Yes.

187. If a railway from Tenterfield to Casino were constructed, would traffic in tropical fruits from the Northern Rivers come this way?—Yes, and traffic from the tableland would go to the coast.

Herman Henry Voss, farmer, Glenn Innes, sworn, and examined:—

188. *Mr. Burke.*] Have you a long experience of this district?—I have spent fully one-third of my life here. Practically all the land along the route of the proposed line is suitable for closer settlement. My place is about 12 miles from Glen Innes, and I grow corn, potatoes, and oats, and I run sheep. Last year I had 40 bushels of maize to the acre off 45 acres. Mr. Ross had 150 bags of maize off 5 acres. I have been mixed farming on King's Plains and have grown 80 bushels of oats and 60 bushels of corn per acre. On one occasion on a piece of red soil I got 12 tons of potatoes.

189. What area have you?—750 acres. I pay 15s. a ton for cartage. My holding is about 3 miles from the proposed line.

190. What is the average carting distance for wheat?—Very little wheat is grown in the district at present. If you are more than 12 miles from the line it is too far to



*Witnesses*—H. H. Voss and J. P. Fishenden, 21 May, and N. Stewart, 22 May, 1923.

grow wheat. Wheat grown in this district has to be stooked. Maize is the most reliable crop.

191. What is a fair distance to cart maize to the railway?—Not further than 10 miles. Fully one-third of the land between Glen Innes and Inverell is suitable for agriculture.

192. If the proposed railway were built, in which direction would you send your produce?—In drought time it would go west. The regular market would probably be Brisbane.

193. Would any of your produce go to the North Coast if a connection with the coast were made?—Yes. If that railway were constructed it would pay farmers to go in for fat lamb raising, for which, on the coast, there would be a good market. Most of our fat stock would go that way.

194. What would be the special advantage of a line to the coast?—Traffic in fat lambs and mutton, and there would be an interchange of produce. Brisbane is a good market for hay, and a lot of fruit has been carted from this district to Grafton. There would be a good market on the North Coast for our apples.

195. Do you favour the Guyra coastal connection?—I think it is rather far away from this district, although it might suit us

James Playford Fishenden, mixed farmer, Clairville, near Glen Innes, sworn, and examined:—

196. *Mr. Drummond.*] What are you doing on the land?—I have been an orchardist, a nurseryman, farmer, and a gardener. My place is 3 miles north-west of Glen Innes. I have been trying to make a living on it for about thirty-six years.

TUESDAY, 22 MAY, 1923.

[The Committee met in the Council Chambers, Glen Innes.]

*Present:*—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.  
BRIAN JAMES DOE, ESQ.  
DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Glen Innes to Inverell.

Nathaniel Stewart, forest guard, Glen Innes, sworn, and examined:—

203. *Chairman.*] I understand you have some information to submit respecting the timber within the influence of the proposed railway?—Yes. The following statement relates to the State forests east of Glen Innes:—The Brothers State Forest, No. 311, area 15,000 acres; situated 28 miles east of Glen Innes, via Red Range and Kingsgate; 15 miles good road, 13 miles very inferior road; average, 8,000 super. feet milling timber to the acre, with very good stand of semi-mature timber (milling); virgin forest, 120,000,000 super. feet. London Bridge State Forest, No. 309, 7,000 acres; situated 44 miles from Glen Innes, via Kookrabookra and Oakwood roads; 26 miles fair road, 18 miles bush track; average, 5,000 super. feet milling timber to the acre, with splendid semi-mature milling and pole timber; virgin forest, 35,000,000 super. feet. Gibraltar Range State Forest, No. 352, 9,275 acres; situated 30 miles from Glen Innes; 23 miles by Grafton-road, 7 miles by bush track; partly cut over; average 5,000 super. feet to the acre of matured milling timber, with very good stand of semi-mature milling timber and pole timber; also large area of brush forest containing good stand for various softwoods, 46,375,000 super. feet. Glen Nevis State Forest, No. 656, 5,160 acres; situated 40 miles south-east of Glen Innes,

197. What have you to advance in support of a line from Glen Innes to Inverell?—I am not opposed to the proposed railway, but when a railway is necessary it should take the cheapest course and not upset too many buildings and holdings. In my opinion the proposed railway could be deviated a little near Glen Innes so as to avoid interfering with the holdings through which the survey goes. It has cost time and money to improve these small holdings through which the route passes, and I do not think they should be interfered with, as the line can be run just as well a little further away. As surveyed, it would pass through several paddocks near Glen Innes.

198. Your contention is that the line as surveyed will run through several small holdings, seriously interfering with work on them?—Yes. To my mind a better grade could be obtained by deviating the line a little. It would pass near the Government Experimental Farm, and if a siding were constructed it would be a great convenience to visitors from Glen Innes, Sydney, and Inverell, visiting the experimental farm.

199. How far from the Experimental Farm does the existing survey run?—It would be of no use to the farm at all.

200. You are of opinion that a better route could be obtained if the line were deviated a little, crossing Crown land without touching private holdings near Glen Innes?—Yes.

201. Apart from that, are you in favour of the proposed railway?—I am not against it. If the deviation were adopted it would save the Government £2,000 to £3,000.

202. You suggest that the survey, instead of crossing private land, should follow the route of travelling stock reserve No. 1341. If that is done, private land would not be interfered with and the suggested route is, in your opinion, a practicable one?—Yes.

via Kookrabookra-road and Oakwood-road; 26 miles maintained road, 14 miles bush track; 6,000 super. feet milling timber to the acre, good semi-mature stand of milling timber; virgin forest, 30,960,000 super. feet. Worra State Forest, No. 335, 4,100 acres; situated 29 miles south-east Glen Innes, via Glencoe and Mount Mitchell roads; 24 miles and 5 miles bush track; average, 4,000 super. feet to the acre, with fair stand of spar timber; partly cut over, 8,000,000 super. feet. Moogem State Forest, No. 614, 9,250 acres; situated 36 miles north-east from Glen Innes, via Grafton and Glen Elgin roads; virgin forest; average, 3,000 super. feet milling timber to the acre, with excellent semi-mature and pole growth; extensive brush pockets containing sassafras, coachwood, and silky oak; 27,750,000 super. feet. Oakwood State Forest, No. 555, 10,000 acres; situated 30 miles from Glen Innes, via Kookrabookra-road; 26 miles fair road, 4 miles bush track; average, 2,000 super. feet milling timber to the acre, with good semi-matured milling and pole timber; partly cut over, 20,000,000 super. feet. Butterleaf State Forest, No. 267, 11,000 acres; situated 25 miles north-east of Glen Innes; 17 miles by fairly good road, 8 miles bush track; partly cut over; average, 4,000 super. feet milling timber to the acre, with fair stand of semi-mature milling and pole timber; 44,000,000 super. feet. Mount Mitchell State Forest, No. 308, 6,336 acres; situated 24 miles from Glen



Innes by Grafton-road; partly cut over; average 3,000 super. feet milling timber to the acre; 19,000,000 super. feet. Those forests are within a radius of 30 to 35 miles of Glen Innes, which is the central town, and if the railway were constructed timber from those forests must come via Glen Innes in order to reach Inverell.

204. Do any of the State forests west of Glen Innes come under your jurisdiction?—Only one, about 4 miles from Wellingrove. It comprises about 400 acres.

205. Does it contain milling timber?—No, chiefly timber suitable for telegraph poles and a little other timber. There is really no milling timber west of the great northern line. Inverell has only a little pine left. There is no hardwood there except a little for fencing. Cypress pine is practically cut out.

206. Does any timber come from the west into Glen Innes?—Practically none. Hardwood milling timber costs in Glen Innes about 27s. per 100 super. feet. Of that sum the teamster gets 10s. for haulage, owing to the state of the roads. From the mill to Inverell the freight would be 25s. per 100 super. feet, a distance of 72 miles. If a railway from Glen Innes to Inverell were constructed, with good roads to the forest, building timber could be delivered in Glen Innes by motor-power instead of by ordinary team at about 5s. per 100 super. feet, and to Inverell by rail at 4s. per 100 super. feet; 1,000 super. feet of hardwood averages about 3 tons in weight. That works out at about 4s. per 100 super. feet by rail to Inverell. It means 9s. from the mill to Inverell as against 25s. now. It would be a saving of 16s.

207. From where does Inverell get its hardwood supplies?—Some I think from the Pillaga scrub. Inverell could obtain hardwood cheaper from the forests east of Glen Innes if it were not for the cost of cartage. Inverell and the north-west must rely on the tableland for their supply of building timber. Cypress pine is all right for a small cottage, but is useless for a heavy building, because it is brittle and very inflammable. We have some fine soft woods in the forests east of Glen Innes, such as coachwood, sassafras, carrabeau, silky oak (*Orites Excelsa*), and maiden blush—so called owing to its deep pink colour. We have a considerable area under review for the purpose of planting conifers. Soil is only a secondary consideration, climate and moisture being the chief factors. The climate is suitable for *Pinus Insignis*. Conifers attain their development when planted 8 feet apart, and 1 acre will grow 680 trees planted at that distance. These trees mature in thirty to thirty-six years. The revenue alone would be from £250 to £300 per acre.

208. What is conifer timber used for?—It is classed as a cheap softwood for inside work, boxes, casks, and so on. It is used where inferior pine is required. It would be suitable for butter boxes. *Pinus Strobus* makes very good butter boxes. Many of our pines would take the place of some of the more expensive pine timber imported from other countries. I do not see why Australia should import so much soft wood. The eastern tableland is admirably suitable for the planting of such conifers as *Pinus Insignis*, *Pinus Radiata*, *Pinus Canariensis*, *Pinus Ponderosa*, and *Pinus Strobus*, which is a very good white pine.

209. When a previous Public Works Committee took evidence in 1916 it was stated that the value of the timber in the district described by you was £2,500,000. Does that figure stand now, or would it be less?—It would not be much less. In 1916 I was deputed to determine the timber areas in this part of the State to be dedicated as State forests, with the exception of Acacia Creek. The Glen Innes district contained the finest hardwood forests on the whole of the tablelands.

210. *Mr. Travers.*] What becomes of the timber cut in the forests east of Glen Innes which finds its way to here?—That is distributed throughout the district. Log timber goes as far as Armidale and Guyra.

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211. Does an appreciable quantity of that timber find a market west of Glen Innes?—A little goes to Inverell, but the cost of cartage is practically prohibitive. It goes to Inverell by team.

212. Is any railed from Glen Innes to Moree via Werri Creek?—Not at present.

213. Would you expect a considerable traffic in timber with the north-west if the proposed railway were built?—Yes, there would be a big demand for hardwood in this district.

213½. Does any of that timber go to Queensland?—No, it would go there from Tenterfield. There are some very good forests on the border.

214. I presume there would be no difficulty in providing sufficient timber for sleepers for the proposed railway?—No. Our blackbutt is a more durable timber than the better-known coastal *Pilularis*. It is a denser and heavier timber.

215. Is that suitable for sleepers?—The railway authorities have objected to it. They have their fads, and think there is no timber like the coastal timber. In the early days when the railway was being constructed over the tablelands they did cut sleepers here. You can see the stumps in the forest from which they were cut.

216. Of the millions of super feet of timber referred to by you, what proportion would be hardwood?—Two-thirds, and the balance brush timbers.

217. Would there be much iron bark amongst that timber?—No. There would be a little tallow wood. Our iron bark is good timber, but it is not suitable for sleepers owing to its pippy nature. Timber for sleepers must be thoroughly sound.

218. *Mr. Doe.*] Are the mills situated in the nearer or further forests?—In the nearer ones. They are practically on the edge of the forests. Further back the forests are virgin.

219. I suppose from the forests further back it would cost more to transport timber to Inverell?—Yes, although if good roads were made timber could be put on the market by means of motor-power.

220. Why is that not being done now?—The saw-miller is not in the position to build good roads to his mill. Nobody will do it.

221. If the proposed railway were constructed, do you think those difficulties could be overcome?—It is a matter for the State. If the roads were put in order private enterprise would do the rest.

222. *Mr. Drummond.*] Have the local authorities considered the matter of building a light railway to these forests?—Yes, but a light tramway or railway would only tap one or two forests.

223. Is it a fact that the trees when they reach a certain age deteriorate and lose their commercial value?—Yes, they commence to decay from the centre. But that timber is suitable for fencing purposes and other things.

224. Do I understand that little of the timber in those forests is at present being hauled to Inverell?—Only a few thousand feet by team. The drawback is the expense of haulage. Inverell would take the timber if the cost of getting it there were not so high. The timber along the proposed line is only suitable for rough sheds and fencing.

225. If the proposed railway were built timber supplies would have to be drawn from the forests to the east of Glen Innes?—Yes. I estimate the quantity of sawn building timber which would be carried on the line between Glen Innes and Inverell at 300,000 super feet per annum. That is equal to 900 tons.

James Noble, farmer, Glen Innes, sworn, and examined:—

226. *Mr. Travers.*] How long have you resided in the district?—Fifty years. Our greatest want is a railway to Inverell so that we can sell our produce in Inverell and the north-west. We have tons of pumpkins which we cannot sell because cartage is too heavy. The land from Glen Innes to Inverell is very suitable for wheat-growing.



Witnesses—J. Noble and G. C. Sparkes, 22 May, 1923.

Thousands of acres could be put under wheat if there were reasonable means of getting it to the railway. At present there is no profit in carting it such long distances. If the mill is closed it will be disastrous for many dairy-farmers who depend upon it for bran. The company is thinking of closing down the mill. My son took first prize at Tamworth show for the best collection of farm produce, and has been invited to take his exhibit to Brisbane, all expenses being paid. That will give you some idea of the kind of produce grown in New England. Our soil will produce almost anything except tropical fruits. If we do not get the railway there will be a tendency for people to go to Sydney and swell the ranks of the unemployed.

227. Is your property far out?—Five and a half miles. Farmers are sending cream here by the service car 17 miles, and it is very hard on them to have to pay cartage over such a long journey. If the Government cannot see its way to build the railway private enterprise should be allowed to do it. Our principal market for chaff is Brisbane, and I have seen no better country for farming than that between Glen Innes and Inverell.

228. What is the area of your property?—Not quite 500 acres, and I have reared a family of nine on it. I grow principally hay and corn. Last season, which was a bad one, we ran about 400 sheep. In a good season I have had 700. We could not do without sheep. My land has grown produce for over forty years without an ounce of artificial manure.

229. It is estimated that there are 475,000 acres within the influence of the proposed line. How much of that is suitable for closer settlement?—On Waterloo there would be 2,000 acres of agricultural land, and there is more on King's Plains and Swan Hill. It is limestone country, which you cannot beat for wheat.

230. Is there much of that land as good as yours?—Yes, if the produce could be got to market. Any of that country will carry one sheep to the acre in a fair season.

Glenmore Charles Sparkes, manager, Government Experimental Farm, Glen Innes, sworn, and examined:—

231. *Mr. Cameron.*] Have you a statement to read?—Yes, as follows:—I produce a sample of apples grown at the Experiment Farm. This fruit was produced under extremely unfavourable seasonal conditions, the rainfall being much below the average, but it is indicative of the possibilities of production even in tricky seasons. The winter cereal harvest resulted in acre yields touching 50 bushels of oats, 30 bushels of wheat, and 30 cwt. of hay. Unlike most farming districts New England permits of a great range of commercial cropping, for apart from fruit culture our farmers have the choice of the great winter cereals (wheat and oats) and of practically the whole range of summer crops—notably maize and potatoes, and almost all the fodder crops in the economy of the Australian farm. All this makes for great safety, and will permit of heavy stocking of small holdings, which in turn tends towards an absolute maintenance of soil fertility. This is essentially a great oat district, and the Glen Innes Experiment Farm is the premier oat-breeding station in the Commonwealth; new varieties are now in the making that will tend by greater yielding power, greater disease resistance, and adaptability to overcome practically all the present obstacles in the path of successful production. For the growth of oaten hay, the district stands unrivalled, even those oats with notably coarse straw making a finer growth when subjected to the soil and climatic conditions of the Northern Tablelands, and although as a wheat district certain objections are raised in the direction of rust and harvest rain, these are likely to yield to the efforts of the plant-breeder. My department is now trying out a number of new fodder crops, and when the best of these come into general cultivation the carrying capacity of our local farms, for both large and small stock, will be increased. During the past season our apple crop has totalled 3,600 cases. This was produced on an area of 23 acres, portion

of which must necessarily yield below par for the reason that experimental work is carried on both as regards tree management and trials of new varieties. The local market absorbs only about sixty cases per week, and we are practically debarred from competing in the western towns by lack of transport. Our present western range does not extend beyond Gunnedah. To indicate the possibilities for market development, we got in touch with Grafton early in the season, and opened with consignments of thirty cases per week. These rapidly increased to consignments of upwards of 100 cases, and, in one case, 169 cases. It is felt that with assured communication, this market would absorb a very large proportion of our crop. We have been forwarding consignments of seed-wheat and oats to farmers on the north-western slopes, but transport charges are at present too great for much development to follow.

232. Do the farmers in the Glen Innes district go to you much for information?—Yes, we have inquiries. A good deal is done in that direction. They depend upon us largely for the supply of pure seed. The whole of our seed crop has been disposed of this season as pure seed.

233. Is there much apple-growing in the district?—Not a great deal. The markets have been bad.

234. Why is it that we see so many Tasmanian apples in the shop windows?—We can beat them if we get reasonable transport facilities. We send apples to Tamworth, Werris Creek, and even as far as Newcastle, but the railway charges are high. At present the best markets are in the districts where apples are not grown. That is on the coast or in the west. We have not yet reached Moree, although a few have gone to Inverell by road. We are building up a trade with Grafton.

235. Is there a successful future in this district for the apple-growing industry?—Yes, provided the diseases are controlled. Our orchard is absolutely free of codlin moth. That is due to management. It is a matter of spraying and care of the fruit. On the Government Experimental Farm any diseased fruit found is boiled and given to the pigs at once.

236. Would you say that the lack of extent of the fruit-growing industry in this district is due to the codlin moth or want of markets?—Lack of markets. There is no reason why any fruit-grower should not be able to control codlin moth.

237. Have any orchards in this district gone out of commission because of the codlin moth?—No, not about here. We get inquiries from people with home gardens. There is no reason why this district should not become a very big apple-growing one.

238. *Mr. Doe.*] Do your trees suffer from woolly aphis?—Yes, but it is easily controlled. When the fruit is off the trees are sprayed and there is no difficulty in keeping it down.

239. What sort of fruit are they growing on the Kentucky settlement?—Cherries and apples mostly. We have found that apples are our best proposition. Cherries do well, but they do not yield the return that apples do.

240. Is there any likelihood of apples being exported to England from this district?—They would have gone this year and to the East also only for lack of shipping space.

241. Can you compete with growers on the coast and in Tasmania?—Yes. The quality of our apples is finer than that of the Tasmanian apple.

242. Are Cleopatra apples grown in the neighbourhood?—Yes, but we go in mainly for the Jonathan and Granny Smith.

243. *Mr. Drummond.*] Is the Government Experiment Farm on part of Furracabad estate?—Yes; the area of the farm is 1,050 acres. Our orchard comprises 23 acres.

244. What is the effective area of the orchard?—About 18 acres.

245. What do you consider is a living area on land similar to the Government Experimental Farm?—From 275 acres upwards. I should say about 350 acres would be a living area for mixed farming. That would be average land and would allow for permanent pastures and some fodder-growing on the agricultural land.



246. What percentage of that would be purely agricultural land?—You would want about 60 per cent.

247. Have you tested the coastal market under existing conditions?—Yes, by sending supplies to Grafton by lorry. That market this year has absorbed 625 cases of our apples. It has taken about one-fifth of our output.

248. What do you pay for cartage?—£4 10s. a ton. The Grafton market will only take the best quality stuff.

249. Have you reason to believe that if a line were constructed from Glen Innes to Inverell there would be a fair market for your produce in that direction?—I think there would be beyond Inverell. We have sent small lots of fruit on to the Garah line and out to Mungindi. We have not tried Casino or Murwillumbah. Apparently, from the reports of our agents in Grafton, if we could guarantee regular transport it would increase our orders, and we could compete with the Tasmanian apples.

250. *Mr. Burke.*] Was your apple crop of 3,600 cases a record one?—Yes.

251. Can you get rid of all the fruit you grow?—Yes. If we had transport facilities we could select the best markets.

252. Would you have a bigger yield?—No, unless we can improve our cultural methods. The orchard has matured and I think that we are at the peak.

253. Do you produce any other crop?—Seed-wheat and oats. Here on the tableland we can grow the kind of seed they want on the coast.

254. Do you consider that apples as good as those which you have shown the Committee to-day could be grown along the route of the proposed railway?—Yes.

William Ross, grazier, Furracabad, near Glen Innes, sworn, and examined:—

255. *Mr. Burke.*] Is your holding far from Glen Innes?—About 9 miles west. I have prepared the following statement:—Besides sheep-grazing, I cultivate on a fairly large scale. The country towards Inverell is sparsely populated, but would sustain many thousands if the several large estates along the route were cut up and made available for greater occupation. The land for intense cultivation is unsurpassed. It will produce oats, barley, maize, lucerne, and potatoes, also various kinds of English and semi-tropical fruits. The seasons are fairly regular. Taking an Inverell aspect, the line would be of much benefit to the wheat-growers in that direction, as it would insure not only to the local farmers very profitable markets in the northern state for their wheat, but also in other districts adjoining where the cereal is extensively cultivated. For 1 ton of chaff sent from Glen Innes to Newcastle or Sydney, at least 5 tons reach the Brisbane market. Until a direct connection from central New England and Grafton is assured, the bulk of our products will be consumed in Queensland, from where, last season, our farmers received upwards of £100,000. If we had railway service to Inverell another good market would be opened to New England. Speaking from my long experience of these districts, I unhesitatingly state that the connection as advocated is the one that would not only be a boon to upwards of 25,000 people, but that large tracts of country now untilled would be transformed into profitable holdings. The line, directly or indirectly, would serve the whole of the tablelands. Several years ago large tracts of land hereabouts were under cultivation for wheat, but owing to the expense in transit to market the industry practically has ceased. Years ago a great quantity of wheat was grown between Glen Innes and Inverell, but ceased because of want of transport. I have known 60 bushels of wheat to be grown 12 miles west of Glen Innes which was consumed at the local mill. I have 3,000 acres, of which about 250 acres is under cultivation.

256. What number of stock do you carry?—About 3,000 sheep.

257. What is the carrying capacity of your land?—In summer time two sheep to an acre, sometimes more. At the present time I have a sheep and a quarter to the acre.

258. If the proposed line were built, would Queensland be your best market?—Yes.

259. What is your opinion of the country along the proposed route?—There is no better land in the whole of the Commonwealth.

260. Do you think the land from Glen Innes to Inverell can be compared with that from Guyra to Inverell?—No, the former is much better.

261. Would the big holdings adjacent to the proposed line be voluntarily subdivided if it were constructed?—I think so.

262. Do you grow potatoes?—We did at one time. They grow well in our district. A drought has never been known in this district. We have not had to remove sheep to other pastures. If the line were built we could send a great quantity of fruit away. In drought time there would be a big traffic to this district in starving stock. On the North Coast they do not breed sheep and fat stock from the tablelands would go there by train.

263. Do you consider that much of the north-western traffic would go Queensland way?—Yes.

264. Then the proposed line would have to pay pretty well?—I feel sure it would pay from the start. I should not be afraid to put my own capital, if I had sufficient, into the railway.

265. *Chairman.*] In the area marked on the Committee's map 12 miles north and south of the proposed line there are 475,000 acres on which, in June the year before last, there were 184,704 sheep. Allowing for 7,681 cattle, that works out at a little less than a sheep to 2½ acres. Does that represent the full carrying capacity of the district?—No.

266. Why was the land not being stocked to its full capacity?—There was a scarcity of stock at that time. They were very dear.

267. What is the average value of the land for 23 miles out along the proposed line?—About £3 per acre.

268. A man who went in for grazing alone would want an initial capital of £3,000?—Yes.

269. Taking the agricultural land in the same district half-way between the two points, what area would be required for a farm?—About 350 acres, which would be half agricultural and half pastoral land. It would be worth from £4 10s. to £5 per acre.

270. Then a man would require more capital to start as an agriculturist or mixed farmer than he would to start as a grazier?—Yes.

271. Do you regard country that will carry one sheep to the acre or more as cheap at £3 per acre?—Yes.

272. I suppose you cannot get it at that price in many other districts in this State?—I do not think so.

Alfred George Lear, farmer and orchardist, Furracabad, Glen Innes, sworn, and examined:—

273. *Mr. Doe.*] What area do you hold?—Fifty-three acres. I wish to give evidence regarding flax-growing in this district. I planted an acre of flax from seed given me by the Agricultural Department in 1920 with very good result. The fibre, had it been properly prepared, would have averaged about 15 cwt. to the acre. At that time Victorian flax sent to London realised £125 per ton, and was of inferior quality. I have given flax seed to various people in the district, and flax has been satisfactorily grown here on every class of soil, both heavy and light. My own soil was particularly light. It is described by experts as poor agricultural land. I mention that to show that it is possible to grow flax in that soil. Mr. McIntosh, Clairvaux, 6 miles out on the Wellingrove-road, had 1 acre of seed sent him by the Agricultural Department, and the experimental farm has been growing flax for a number of years with good results, but only for seed purposes. My object in growing it here was to start a scutching mill in order



Witnesses—A. G. Lear, R. McCoy, and J. J. Whyte, 22 May, 1923.

to prepare the flax. I have shown my flax to experts from the north of Ireland engaged in the industry, who have told me that no flax grown in Ireland is better than it. I exhibited my flax two years ago at the Royal Agricultural Show in Sydney, and every one who inspected it spoke highly of it. In addition to growing flax for linen manufacturing purposes, we should find it useful up here for binder twine; and for making linseed oil and oil-cake it would be very acceptable to the farmers. The amount of money spent on imported goods manufactured from flax is enormous. It runs into considerably over £1,000,000 a year. The land about Glen Innes is admirably adapted to the growing of flax, and if a scutching mill were established at Glen Innes or at Inverell, and we had the railway, it would become a valuable product.

274. Have you had previous experience of the flax industry?—Only in a desultory way. When in Egypt the idea first came into my head. I knew that if I could get 2 acres under flax, and there was a mill handy, I could make enough to keep myself comfortably.

275. Is 2 acres of flax a sufficient living area?—It would be necessary to change your land about. Ten acres of fairly good soil would be enough. You need only cultivate 2 acres at a time. I had a standing offer from a Belfast firm of £550 per ton for fibre. With 10 acres a man could have a five-yearly rotation crop.

276. Is it work that would employ a family?—Yes, it is peculiarly adapted to family employment, because the wife and children can take a hand in pulling, retting, and scutching their own flax, without having to take it to the mill.

277. If the grower had to employ labour, would it be profitable?—Yes, it could be cut and bound ready for retting, but flax cultivation and treatment requires some skill, which a man would take a year or two to acquire.

278. Do you grow anything besides flax?—Only vegetables and fruit.

279. Are you extending your flax-growing?—I would if there were a mill handy. Growing for seed is not profitable. If a mill were established at Inverell I should not hesitate to send my produce to be treated there.

280. Are there any growers at Inverell?—I believe there are about twenty. They made a better showing of it there. I have given seed to people about here in order to find out if flax will grow as well on the heavy soil as on the light soil.

281. Have the results been as good as yours?—Some have been better. One man grew stalks 32 inches in length. My stalks measured 30 inches.

282. Do you think much flax will be grown here in the future?—If we had a mill, and people saw the value of it, a good deal would be grown here. It is a poor man's crop, and does not require expensive machinery to put in or take off.

Robert McCoy, farmer, King's Plains, sworn and examined:—

283. *Mr. Drummond.* Have you been long on your property?—I bought it in 1902, and have lived on it ever since. Glen Innes is my nearest railway. I cultivate about 130 acres. The rabbits are bad, and I have had rather an uphill fight. I grow oats, wheat, maize, lucerne, potatoes, fruit, and I run sheep.

284. How far are you from the nearest railway?—Twenty-two miles from Glen Innes. I have sold wheat at 3s. a bushel, and it does not pay to grow it at that price this distance from the railway.

285. What is the area of cultivable land on King's Plains estate?—Thousands of acres. The secured land is nearly 30,000 or 40,000 acres. My land is an average sample of the King's Plains country. I have made a pretty good living from my land. I have sent away as much as 3,000 bushels of maize, and have grown good crops of potatoes, hay, and wheat. It is wonderfully good sheep country. At least 40 per cent. of King's Plains estate could be cultivated.

286. Is your holding a living area, or is it more than a living area?—I think, with the railway and a colony of farmers on King's Plains estate, 200 acres would be sufficient for a man and his family.

287. How do the Newstead and Waterloo properties compare with the King's Plains estate?—Very favourably. There is quite as much land on Newstead suitable for cultivation as there is on King's Plains.

288. The district surveyor at Armidale has estimated the agricultural land lying between Glen Innes and Inverell at 20,000 acres?—I do not go a great deal on the report of the district surveyor. There is probably 20,000 acres of agricultural land on King's Plains. Of course, you have to clear it and get it ready for the plough. There are thousands of acres there of rich soil suitable for the plough.

289. What is the carrying capacity of the King's Plains country?—On the big holdings they do not get the results from the land that we small men do. I run 560 sheep on my small place, besides horses and cattle.

290. What will that land carry?—Nearly two sheep to the acre improved. There is room for hundreds of settlers out there. King's Plains would absorb 100 farmers with the railway.

John James Whyte, tanner, boot manufacturer, and wool and produce buyer, Glen Innes, sworn, and examined:—

291. *Chairman.* I understand you have a long experience of this district?—Over forty years. For thirty-three years I was an alderman. Glen Innes, when I first came here, was a suburb of Armidale, and now our population is about the same. I consider most of the land between Glen Innes and Inverell is suitable for agriculture. I have seen some excellent corn grown in the district. About twenty years ago I started a small business here, and I often smile when I think of how that business has grown. We send boots from Glen Innes as far as Lithgow and Kurri Kurri. At the latter place we supply all the miners with boots. If I want hides from the north-west I have to get them *via* Werris Creek, which does not pay me. With easy transit there is nothing to prevent me extending my business to the South Australian border. A lot of wool-washing is done here which entails considerable expense because of the high cost of teams. Wool from Ashford costs £5 per ton freight. Railway connection with Inverell would increase our trade enormously. The land along the proposed route abounds with magnificent box wood which would employ thousands of men at clearing. As regards connection with the coast only one line can be considered, and that is to Grafton. Such a line would serve Inverell as much as Glen Innes. Any connection further south would not be in the interests of Inverell. Our main market is north. Inverell is a great wheat-growing district. The railway would enable the north-western districts to get flour easily. If I get an order for boots from Tweed Heads I have to send them by boat, which costs me £8 or £9 per ton. Many kinds of produce will grow in this district, including oranges, lemons, and tomatoes. Much of the district contains large mineral deposits, which so far have only been scratched. Had the Dalmorton country been properly prospected, a big gold-field would have been opened up. The road is already formed to allow of sleepers and rails being laid.

292. Do you think a railway could be constructed up from Dalmorton without big cuttings?—Yes, just as easily as the train goes up from the Hawkesbury to Cowan.

293. A motor-lorry will take a 1 in 10 grade, but a train could not look at it?—There are 1 in 40 grades on the railway. By a line from Guyra to Coff's Harbour I would not send a bale of wool. Even potatoes would not go that way.

294. Have you abandoned obtaining supplies from the west?—We cannot get them from the west, because there are no regular teams.



Witnesses—J. J. Whyte and J. Handley, 22 May, and N. F. Doyle, 23 May, 1923.

295. *Mr. Drummond.*] I understand that a large proportion of your produce goes to Brisbane. If the proposed railway were constructed would it take a different route?—I believe our natural outlet is north. Inverell would distribute wheat to towns on the North Coast.

296. If you had a coastal connection would there be an outlet on the coast for north-western and tableland produce which now goes to Queensland?—Yes. If the rock at Yamba, at the entrance to the Clarence River, were removed there is nothing to prevent overseas steamers going there for our produce. This country is growing.

297. Would direct railway communication with the North Coast enable you to extend your secondary industries?—Undoubtedly. It would double our output.

298. *Mr. Doe.*] How many employees have you in your factory?—Between seventy and eighty are employed in various ways.

299. *Mr. Mahony.*] Are you able to compete successfully with other people in the same industry?—Yes.

300. Would a direct railway to the coast be of much advantage to you?—Yes, very great advantage. The cost of sending a pair of Blucher boots from Glen Innes to Sydney is 4½d., so that I am 4½d. worse off than the Sydney manufacturer.

301. What does it cost you to send boots to the northern rivers *via* Sydney?—£9 a ton.

302. *Mr. Burke.*] I understand that the tendency of the local trade is north. What is wrong with sending goods south?—We used to send south to Sydney, but we have a ready market in the north, and cheaper freights. The chief product of the district is wheat, and with a direct railway to Grafton the towns from Grafton to Lismore and north would use our wheat.

303. *Mr. Travers.* If Glen Innes and Inverell were linked by railway, what would be the effect on the local trade with Brisbane?—It would be increased.

304. Would it open up a new market for the north-west?—Yes.

305. Are most of the potatoes and other produce produced in this district sold in the State?—Yes.

306. Would a connection between Glen Innes and Grafton affect the flow of trade to Brisbane?—We have not sent our potatoes to Brisbane, although we have sent them to Mount Morgan. At Glen Innes in the summer months there is not sufficient accommodation for people who come here. If a coastal connection were made people from the north-west and the tablelands would travel by the railway to the coast and visitors from the coast would come here.

James Handley, inspector under the Vines and Vegetation and Fruit Pests Act, sworn, and examined:—

307. *Mr. Cameron.*] I understand you have had considerable experience on the land?—I have been connected with the land all my life, and have spent a number of years in

the Agricultural Department. I support the proposal to construct a railway from Glen Innes to Inverell. It would enable an interchange of products to take place. There would be a traffic in potatoes, chaff, corn, and deciduous fruits, which cannot be grown on the coast, and we should get bananas and pineapples and early potatoes.

308. What is the boundary of your district?—From Uralla to the Queensland border and out to the Inverell district. There is no better country in the State for mixed farming.

309. What is a living area in the Inverell-Glen Innes district?—With the railway, from 200 to 300 acres.

310. Are there any fruit diseases or pests in the district?—We have the fruit fly, but it is no worse than it is in some other parts of the State. It is a climatic trouble, and some years we are free from it. At Inverell they go in extensively for stone fruits.

311. Which is the best connection between the Northern Tablelands and the coast?—I would say from Guyra to Dorrigo as a closer-settlement proposition. Such a line would pass through splendid country, well watered.

312. *Chairman.*] Have there been any developments in grape culture in the district?—Grapes are grown at Inverell, for which crop it is very suitable.

313. *Mr. Drummond.*] Are the farmers on the tableland generally prosperous?—Yes, the majority are in a sound financial position.

314. Would you say that the Glen Innes-Inverell district is better for closer settlement than other districts that you know?—I think it is if markets are available.

315. Eighteen miles beyond Glen Innes there is apparently little farming. Is that due to lack of facilities?—Yes. If the railway were constructed there would be considerable closer settlement between Glen Innes and Inverell. Seed potatoes from this district are much sought after on the northern rivers. Seed potatoes do remarkably well here. To reach the northern rivers they have to be sent *via* Maitland. On the western side of the tableland also they draw their early seed potatoes from this district. That seed has to be sent around by Werris Creek. At present Tasmanian potatoes find their way to the northern rivers. If there were a direct coastal connection we should be able to supply them.

316. Would you say that Inverell is a potato-growing district?—No, only in the early part of the year. It is merely a side crop.

317. *Chairman.*] Could the potatoes of this district compete with Dorrigo potatoes, supposing the line were built?—Yes.

318. *Mr. Drummond.*] How far does the potato-growing country extend from Glen Innes towards Inverell?—At Wellingrove 16 or 20 miles out there is some fine country. There is none better in New South Wales.

WEDNESDAY, 23 MAY, 1923.

[The Committee met at Half-way House, Swan Vale.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.

BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Glen Innes to Inverell.

Norman Fitz Doyle, farmer and grazier, Woodstock, sworn, and examined:—

319. *Chairman.*] What areas do you hold?—3,560 acres. I am farming and grazing sheep.

320. What area have you under crop?—400 acres; I grow wheat and corn.

321. How much land have you under wheat?—350 acres. In 1920 I had 120 acres under crop and got 1,336 bags. The following year I averaged only six bags to the acre. My soil is chocolate and black.

322. Where did you find a market for your wheat?—Inverell.



*Witnesses*—N. F. Doyle and E. J. Doust, 23 May, 1923.

323. Where would you expect to find a market for your produce if the railway were constructed?—Glen Innes.

324. What distance have you to cart your produce to market?—21 miles. It costs me 1s. 9d. a bag. Last year I put in 70 acres of maize, but owing to the drought got nothing.

325. What is your normal crop of maize?—Ten bags. In dry times there is a market about Moree, but in ordinary seasons we have to send to Sydney. Under present conditions it does not pay us to do so.

326. What proportion of your land is arable?—1,500 acres; 700 have been ploughed and I could get another 700 acres by clearing the timber.

327. Is your holding an average one in the district?—I consider it a very good place, but there are other places in the district equally good for farming.

328. What is the carrying capacity of your land?—About one and a quarter sheep to the acre.

329. What is the average carrying capacity of the land 10 miles north and south of the proposed line going towards Inverell?—A sheep and a quarter to the acre, and some big stock right through.

330. Apart from your agricultural operations are you handicapped by reason of distance from railway?—Yes, cartage on wool is very expensive. It costs about 35s. a ton for 21 miles. With the railway two-thirds more land in the district would be farmed.

331. Is this district suitable for fat lamb raising?—Yes, and for lucerne-growing. There were 300 acres of lucerne on Woodstock when I bought it, but it has died out owing to bad seasons. It was in a valley of chocolate soil. I came from the Hunter Valley, where it would not be called lucerne land.

332. How much more land would you put under crop if the railway were built?—My idea is to dispose of about 1,100 acres if the railway is constructed.

333. *Mr. Travers.*] Are the holdings about here large?—Yes. Newstead South comprises 22,000 acres. Newstead North is about the same. Inverell station consists of about 16,000 acres of grazing land, although there is a good deal of farming land on it. King's Plains has an area of about 32,000 acres freehold.

334. Given railway facilities what would be a living area in the district for mixed farming?—About 400 acres.

335. What is the value of that land per acre?—My own is worth about £4 10s.

336. What is the best use to which the agricultural land could be put?—Corn and wheat growing. This is a great wheat district.

337. *Mr. Doe.*] How many farms could be got out of the 1,100 acres which you have stated you would dispose of?—Some of that land is fully improved. There is 120 acres of ploughed land, ready for wheat, and there are on it a homestead, dairy, bales, water, and windmill. The remainder is a paddock of 707½ acres, in which there are about 120 acres of arable land, the balance being suitable for grazing. It would provide two farms.

338. *Mr. Drummond.*] What is the proportion of agricultural land on the large properties?—I believe that a very large proportion is wheat-growing land. The country into Inverell is nearly all rung. My property adjoins King's Plains.

339. Would there be a difference in the living area in the Glen Innes and Inverell districts by reason of the difference in rainfall?—The average rainfall at Woodstock for 20 years is 32½ inches. Our main crop is wheat. At Glen Innes oats are grown. Glen Innes would be a good market for wheat grown in this district. I would send wheat to the Glen Innes mill. If the railway were built, a lot of this country would be cut into 400 and 600 acre farms and settlement would largely increase.

340. Why is the land not cut up under existing conditions?—It is too far from market and too costly to cart produce. It costs 4s. to send a sheep from Inverell to Sydney and 3s. 6d. from Glen Innes to Sydney, apart from the cost of driving. All our fat stock would find a market on the coast if the railway were built.

341. Would much be done in the way of fat lamb raising in normal seasons?—No, it is nearly all merino wool growing. Fat lambs lose too much condition in transport. The loss would be from 6 lb. to 7 lb. in summer in going to Sydney.

342. Would not that apply if they were sent to the coast?—No, because the coast is only some 120 miles from the main northern line. No doubt if the line were constructed there would be an increase of farming in this district.

343. *Mr. Cameron.*] Considering that land in this district is so much cheaper than Hunter River land should it not be an incentive to closer settlement here?—Yes, if we had cheaper means of getting to market.

344. Do you think if the line were constructed this district would cease to be a grazing one and become an agricultural one?—Yes, in a few years it would. The railway is the only thing that will do that.

345. Could fifty settlers be established on King's Plains estate if the railway were built?—Yes.

346. *Mr. Drummond.*] I have noticed that at Long Plain farming practically ceases, and that at the top of the range on the Glen Innes side the same thing occurs. Is that due to some fault in the country or to lack of transport?—Back off the road there are farms and dairies up the creeks. It is dairying country, although it is stony just where you see it from the road.

Edward James Doust, farmer and grazier, Nullamanna, sworn, and examined:—

347. *Mr. Burke.*] In which direction from Swanvale is your holding?—12 miles north-west. I have 2,300 acres, and have been in the district twenty-five years. I have been on my present property five years. I have worked on all the stations within a radius of 50 miles of Swanvale. I am running sheep and growing corn, wheat, lucerne, and potatoes. My lucerne land is as good as any in the district, although when you get down on to the river flats near Inverell it is better. I can cultivate as much as 400 acres for lucerne in small areas. On King's Plains and Newstead there are also areas suitable for lucerne.

348. If the railway were built do you think the larger stations would be subdivided?—There is every probability of that. I suppose two-thirds of King's Plains is suitable for cultivation.

349. Have you heard any of the owners of the large estates express a willingness to subdivide their land?—No.

350. In which direction does you trade go?—Inverell and Sydney.

351. None to Queensland?—No.

352. Would your wheat go to Sydney?—When I could not find a local market. If the railway were built it would go to Glen Innes and south.

353. Why do you support a coastal connection with the tableland?—Because we would have a closer market. At present we have to send our produce 510 miles to Sydney. To the coast would be much shorter.

354. What would you send to the North Coast?—Fat stock and other produce.

355. Would there be a big interchange of traffic?—Yes.

356. What is your opinion of the alternative route from Guyra to Inverell?—Along that route only small areas are suitable for agriculture. It is mostly hilly country, suitable only for grazing. I do not think you would find a 100-acre farm on the holdings. One farmer within the influence of the proposed line has about 300 acres of potato land, and has made up to £30 per acre on it.

357. Would you say the district is suitable for fruit-growing?—Yes.

358. Would traffic which now goes to Inverell go to Glen Innes if the line were built?—Yes, wool would be sent via Glen Innes.

359. Probably trade that goes towards Sydney would, with the construction of the railway, be diverted to Queensland; would that loss be made up?—Yes, I should think so.



Witnesses—E. J. Doust, N. C. Bucknell, T. E. Pigott, and J. H. Courtney, 23 May, 1923.

360. *Mr. Doe.*] What does it cost you to cart wheat to Inverell?—1s. 9d. a bag; last year 1s. 6d.

361. What would it cost you by rail?—3d. a bag or less.

362. For what can lucerne be produced here per ton in a normal season?—£2.

363. Could you supply lucerne on the North Coast in a dry season at £5 per ton?—Yese, delivered on the coast. I got 30 tons off a small patch of 10 acres, which is not irrigated. More dairying would be done if the railway were constructed. There are a number of dairy farms in the district, but they are too far away to cart cream to a factory.

364. Would potato-growing prove more profitable than wheat-farming over a big area?—Yes.

365. *Mr. Drummond.*] What proportion of the King's Plains estate is suitable for agriculture?—Probably 16,000 acres, half of the total area.

Norman Charles Bucknell, grazier, Newstead North, sworn, and examined:—

366. *Mr. Travers.*] What is the area of your property?—24,000 acres. Here you are in the middle of it. You first enter it about 5 miles back along the road.

367. What are you doing on it?—Practically all grazing. I have several share-farmers on about 1,000 acres.

368. How many sheep to the acre do you carry?—About a sheep to the acre, besides 500 to 1,000 head of cattle. My return is 27,000 sheep for the last five years.

369. Are you engaged in agriculture?—I grow a bit of lucerne and some stuff around the head station. My share-farmers are growing wheat and a bit of corn.

370. Have you grown any wheat yourself?—The year before last I had 300 acres, but it was such an enormous job, and there was so much trouble, that I decided not to grow any more on my own account. The reason I let my land on the shares was because I considered it not right to have a lot of good land lying idle.

371. What has been your yield?—The last eight seasons have been so bad that the yields have been small. In normal years the return would be at least 20 bushels. The year before last practically all my share-farmers averaged about 30 bushels. A lot of wheat was knocked down by hail. All the wheat harvested went to the mill at Inverell.

372. How much of your land can be classed as agricultural?—95 per cent., as far as the soil is concerned, but a lot of it is stony and rocky. I believe 50 per cent. could be ploughed. There would be 20-acre blocks suitable for cultivation in between the stones. I suppose on my property you could not get one form of 150 acres without some stones. There are stony outcrops all over it.

373. Is that a reason why you have not gone in for wheat-growing?—That is one reason, but the principle reason is that sheep have been such a good proposition.

374. Do you fatten?—No, I breed sheep. My land is so well watered.

375. Taking 10 miles of country on each side of the proposed line, and excluding that portion already served by the Great Northern railway, and the Moree-Inverell railway, what percentage of the land is, in your opinion, suitable for agriculture?—About 75,000 acres would be suitable for the plough.

376. Where would you expect greater settlement to take place—between Swanvale and Inverell, or between Swanvale and Glen Innes?—Between Swanvale and Inverell the country is better. On the other side of the range they are served by the Northern railway.

377. Do you agree with the evidence given that about 400 acres in the district is a fair living area at mixed farming?—I think less than that.

378. What has been your wool output?—I shored 20,000 sheep last year and got about 500 bales. It went to Sydney through Inverell.

379. How much did it cost you per ton to cart to Inverell?—£1 for 15 miles.

380. Would that traffic be diverted to Glen Innes with the construction of the proposed line?—Yes, because the distance to Sydney is about 80 miles shorter by rail.

381. Have you considered whether you would cut up your property if the proposed railway were built?—I would have very great pleasure in having it cut up. I should be pleased for the Government to take it or the bulk of it. I would sell 14,000 acres of it now.

382. What is an average size farm on your property?—From 300 to 400 acres. At the top end from 500 to 600 acres would be required. Some of those farms are worth £10 per acre and some £5. The 400-acre blocks would be worth from £9 to £10 per acre.

383. Can you compare the country between Glen Innes and Inverell with that between Guyra and Inverell?—The land along the former route is a long way better for agriculture. A direct connection with the North Coast would be the making of Inverell. Sheep and wheat from this district have to go to Sydney, 500 miles, and then to Grafton by steamer. Flour is the same. We could supply 150,000 people in the big scrub districts above Lismore with mutton and wheat. A lot of lucerne would go there too.

384. Apart from a coastal connection would a line between Glen Innes and Inverell place you in a better position?—Yes.

385. Do you consider the railway would stimulate trade relations between the Glen Innes-Inverell district and Queensland?—Very little, because anything we grow here can be grown on the Darling Downs.

386. *Mr. Drummond.*] Do you consider that the railway would cause a serious diversion of business on the Moree line?—No, not very much. Inverell would send produce this way because the distance to market would be shorter. With the railway there would be enormous development in this district. The line would carry thousands of people. This morning I sent 300 cattle to the coast. I am about to send 3,000 sheep down. I have to give the drover £17 a week to take each lot. There would be a big stock traffic on the line towards the coast.

Thomas Edwin Pigott, farmer and grazier, Sapphire, near Inverell, sworn, and examined:—

387. *Mr. Drummond.*] Have you resided long in the district?—Nine years. I hold 771 acres.

388. Do you agree that 400 acres in this district is a living area?—400 acres of agricultural land is sufficient.

389. How far have you to haul produce?—18 miles. On a small place such as mine you would grow, with the railway, potatoes and onions, and you could go in for dairying. In 1921 I had 30 acres under wheat and got 300 bags. I am putting in 45 acres this year. I generally agree with the evidence of the previous witnesses.

John Henry Courtney, farmer and grazier, Swanvale, sworn, and examined:—

390. *Mr. Doe.*] What is the area of your holding?—900 acres. I grow wheat, corn, and run sheep. I cultivate about 100 acres. The balance of my land is too hilly for agriculture. I run 1,000 sheep and my land will carry over one sheep to the acre. I send my produce to Glen Innes.

391. In the surrounding country what is a living area?—From 300 to 400 acres would be rather a good one.

392. What is your average wheat yield?—From eight to ten bags to the acre. I use no manure.



Witnesses—J. H. Courtney, 23 May, and B. M. Wade, 24 May, 1923.

393. Do you do any fallowing?—I plough twice a year and crop my land annually. My father worked the same land forty-five years ago, and it has been cropped ever since.

394. Does it show any deterioration in yield?—Only in bad seasons.

395. Is there much country similar to yours in the district?—Most of the agricultural land has been taken up by large landholders. I got my land from the Government.

396. What value do you attach to holdings such as yours where one-ninth is cultivable?—From £3 10s. to £4 10s. per acre for grazing land, and from £6 to £7 per acre for agricultural land.

397. *Mr. Drummond.*] Does practically all your produce go to Glen Innes?—Yes.

398. From where would farmers cart towards Inverell?—Anywhere from here down.

#### THURSDAY, 24 MAY, 1923.

(The Committee met in the Municipal Council Chambers, Inverell).

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.

BRIAN JAMES DOE, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Glen Innes to Inverell.

Benjamin Martin Wade, alderman, and builder, contractor, and saw-miller, Inverell, sworn, and examined:—

399. *Chairman.*] Have you prepared a statement regarding the proposed railway?—Yes, it is as follows:—I am chairman of the Railway League Committee. Our committee as a body have decided to advocate for a connection with the Northern line, leaving the point of connection to the departmental engineer, our object being to secure an outlet to our natural markets. I am a saw-miller and timber merchant, brickmaker, builder and contractor, and have been in business for eighteen years. Good hardwood is unobtainable this side of the Northern line, supplies having been cut out, and the present timber is not matured. At present hardwood has to be carted across via Glen Innes or else railed round through Werris Creek. The latter way is slightly cheaper. Cypress pine is nearing extinction. Owing to unfavourable seasons very little building has been done in Inverell and west of Inverell for the last eight years, hence arrears of work are accumulating. After a couple of good seasons, and this work is started, hardwood will have to be obtained. I owned a saw-mill out from Bolivia until last year. There are millions of feet of timber of all classes there. It cost me 20s. per 100 super. to put hardwood on rail Bolivia, and from 9s. to 11s. per 100 to bring to Inverell by rail through Werris Creek. If a line were connected with the Northern line, either at Deepwater, Glen Innes, or Guyra, it would cost 3s. 3d., 3s. 6d., and 4s. 6d. per 100 at present rates. Richmond River pine should be largely used here, but owing to carriage it is cheaper to use oregon. What we use now comes from Killarney and Newcastle. There are large supplies at Bunalbo and Sandilands. It is cheaper to cart from these places to Tenterfield than Casino, where it presently goes, because it would not have to be carted over the mountain at Sandilands. From Killarney to Inverell, via Werris Creek, is 583 miles. If rail connection were made at Glen Innes it would be 205 miles. Bunalbo to Inverell, via Werris Creek, is 518 miles, via Glen Innes 130 miles. This timber now goes via Byron Bay to Newcastle, thence to Inverell, a distance of 841 miles. As all our doors, mouldings, and internal fittings could be made of Richmond River pine it will be seen what a difference in building costs there would be by a connection with the Northern line. A line connected with the main line it would pay to re-establish a mill, say, at Bolivia, or many other places along the Northern line. Local cypress pine is getting very scarce and hard to procure, and is bound to rise in price. If hardwood could be landed at a reasonable rate it would mean that cypress pine could be conserved for linings and floorings, for which it is unsurpassed in Australia, being ant, borer, and vermin proof, durable, gives off at all times a healthy, sweet odour, does not readily take dry rot, and is not

splintery. Hardwood will compete with pine over the present routes, when pine reaches 33s. per 100 for rough. It will reach that price next year or the year after. During the war, Sydney builders became aware of the qualities of cypress pine, with the result that two-thirds of the output of cypress pine is going to Sydney markets to-day. If seasonable conditions had not reduced building over the west during the last eight years, cypress pine would have been cut out by now. While I had a mill at Bolivia I paid in freights from there from 1st September, 1920, to 30th June, 1922, £678; or from 1st September, 1920, to 30th December, 1921, £501. Timber cost too much to land here, so I had to sell the mill. Had there been rail connection with the Northern line I could have kept the mill going and increased its size, and freights would have been approximately £270 in that time. If I had had the output and spent a small amount on the road over Mount Speribo I could have reduced the landed cost of timber materially, and thus reduced the cost of building here. I consider hardwood can be delivered here, if a connection is made, for about 25s. per 100. Assuming this to be correct, and the proposed connection is made, I estimate 150 tons of timber per week will come to Inverell and the north-west. The north-west is on the verge of a timber famine, and in view of that fact Inverell should be connected with the Northern line. Most of the hardwood forests are nearest the line between Guyra and Tenterfield. If this connection is not made all the hardwood will have to be hauled over Ben Lomond through Werris Creek to Inverell.

400. What price do local builders pay for oregon landed here?—Approximately 42s. per 100 super. feet. Hardwood costs 29s. to 31s.

401. Is much oregon brought here for building purposes?—Not just now, but in the past there was. For cottage-building pretty well all cypress pine is used. For shop-building one-third oregon, one-third hardwood, and one-third cypress pine would be used.

402. Would the building of the proposed railway lead to an increase in colonial hardwood trade in the district?—Yes. At present scarcely any hardwood is used here except on special jobs. If the railway were constructed more hardwood would be used.

403. Would it mean a reduction in the use of oregon and in cypress pine?—Yes.

404. *Mr. Burke.*] At present oregon is cheaper than hardwood?—Not for joinery work. We should use Richmond River pine if we could get it direct by rail. The cartage on it is prohibitive.

405. *Mr. Doe.*] Would a connection with Glen Innes be preferable to one with Guyra from a timber-cutting standpoint?—I do not think it would make much difference.



There is good hardwood all along the road. A great deal depends on whether we could get Richmond River pine. A line from Tenterfield to Casino would enable us to get timber supplies. If only one line is to be constructed I suppose it is a matter for the engineers to determine which is the easiest and best route.

Lance Berford Peacock, forest guard, Inverell, sworn, and examined:—

406. *Mr. Cameron.* Have you prepared your evidence in writing?—Yes, I have a statement, as follows:—I wish to give evidence on the timber question as it affects the case for railway communication between Inverell and the tablelands. Supplies of milling and splitting timber are now practically exhausted within distances at which they can be profitably drawn to areas which would be served by a railway from Inverell to a point north of Guyra, and only very small supplies are available along the Guyra-Inverell route. There are 6,167 acres of permanent hardwood forest reservation within the limit of profitable haulage from Inverell at the present time, but if a railway were built from Inverell to Guyra this would be increased to 14,167 acres. About half of this contains timber of species which could be described as first class, and the balance inferior species such as New England blackbutt (*E. andrewsii*), and in addition there is 6,750 acres permanently reserved under cypress pine. The matured timber upon the State forests mentioned is now practically cut out, and I estimate that a period of about twenty years must elapse before any considerable quantity of matured hardwood or cypress pine will again be available, and even then the supply as compared to the probable demand will be trifling. The chief value of our local hardwood forests now lies in their supplies of pole timber for mining and other purposes, and I think the demand for such, should a revival in the mining industry occur, will effectually prevent the maturing of the different species of hardwood to milling or splitting sizes. In addition to the State forests, large areas not under such reservation in the Tingha district carry very valuable hardwood forests, but these cannot be depended upon to relieve the situation, as under the Mining Act any person—not necessarily a miner—who cares to obtain a miner's right at a fee of 5s. per annum, is authorised to strip bark, and cut down and waste timber for his own use without other restriction than that it be for his own use, and under cover of this privilege the waste of timber is appalling, and it is mainly due to this legalised abuse that the cost of mining timber in this district is almost prohibitive, and matured hardwood for milling and mining purposes is practically unobtainable. For the purposes of this inquiry, its most important feature is that it will effectually put many thousands of acres of stringybark forest outside consideration as a future source of timber supply owing to the fact that as soon as a sapling is large enough to supply a sheet of bark it is generally stripped and destroyed, so very few reach maturity. I have endeavoured to show that we cannot reasonably expect to supply our own district timber requirements from our own forests, and the questions that now arise are: (1) What are these requirements likely to be? (2) Whence can they be supplied? It is almost impossible to answer the first question, but I can perhaps give an inadequate idea of what they may be by stating that the area situated for mixed farming between Waterloo and a few miles east of Wyallda is reliably estimated at 960,000 acres, and if this were subdivided into farms of approximately an average area of 400 acres, and each farm subdivided into four paddocks, 28,800,000 super feet of timber would be required for buildings, 21,120,000 split posts, 316,800,000 super feet for fencing (which would require renewing at intervals of about thirty years), and about 6,812,000 lineal feet of round timber would be required for yards, in addition to which huge quantities of timber would be required for culverts, bridges, telephones and telegraph poles and for many other unspecified

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purposes. Of course, in many instances one fence would serve as a common boundary, but this would be offset by lanes and roads within the blocks requiring double fences, and the fact that a four-paddock subdivision is a modest estimate. Towns included within the area would reduce the number of farms, but their requirements would swell the timber consumption figures. The town of Inverell consumes about 6,000 tons of fuel timber annually, and a great deal of this must shortly be transported here by rail. Whence can our timber requirements be supplied permits of only one answer, which is, mainly from east of the tablelands. A very small and decreasing quantity of timber is available for the use of the district from sources west of the Dividing Range, and the main factors which prevent a very large timber trade between this centre and the eastern watersheds are cost of haulage per road or rail via Werri Creek from the tablelands, and the general stagnation and decay of rural industries in the north-west, with a consequent financial stringency which we believe to be transient, and not normal, but which has the effect of causing the settlers to carry on with rotting and inadequate buildings, and decaying or falling fences, because they cannot at present replace them or erect additions. Shire authorities are in the same predicament regarding culverts, &c., and after maintaining present work have little funds for new ones. We believe railway communication with our natural markets will promote closer settlement and prosperity, and with these the demand for uses of timber in this district must be enormous, and most of the timber we would use must be hauled along the railway we now ask for. As evidence of the amount of timber necessary to mining, I might state that during the year 1913 six of the principal local dredges consumed 600 dredge legs and 3,682 stays, representing 4,282 separate trees; and eight mines (= seven deep leads and one lode formation) consumed 66,600 lineal feet of round timber and 25,955 laths; the consumption during this year was below normal. During a period of three years the principal local mine working on lode formation consumed 364,802 lineal feet of round timber, 620,139 split laths, and 26,599 cords of fuel, the total amount paid out by the mine for the purchase of that timber being £19,999.

407. Is there a good supply of timber on the north-western slopes?—There is a certain quantity there, but it would be too expensive to transport it by team. A great deal of timber could be obtained on the tablelands. Road transport makes all the difference. There is good timber to be obtained, but as it is too far from the railway it does not pay to exploit the forests. Matured cypress pine has been practically cut out in the near districts.

408. Could you draw supplies from the Pillaga scrub?—I understand the supplies there are not very great. Cypress pine grows very slowly. I estimate that it grows in circumference one-half inch per annum. A fair milling log is between sixty and seventy years old.

409. *Mr. Doe.* What do fencing posts cost here?—Average sized hardwood posts, £5 5s. per 100 landed in Inverell. Ironbark posts cost about £8 per 100.

410. Have cement posts been made in the district?—No. Most of our district is basalt soil, which after a period would cause swelling, and the posts would fall over. Even hardwood is inclined to fall over in places. The expense of cement posts would be very great, and I believe they would be unsuitable in the farming portion of this district.

411. Is there any blackbutt between Guyra and Inverell?—Yes, *Eucalyptus Andrewsii*, which is different from the coastal blackbutt, *Eucalyptus Pilularis*. In the Tingha district there are 15,000 to 20,000 acres suitable for growing conifers. If that timber were grown there would be a softwood supply for the north-west. *Pinus insignis*, which grows in that district, is suitable for butter boxes, but it takes twenty-eight years to mature into a fairly thick log.

412. Does the possession of a miner's right give a man the right to go practically anywhere and destroy the timber?—Yes, it gives him *carte blanche* to go where he likes.



Witness—B. C. Besley, 24 May, 1923.

Brian Charles Besley, grazier, near Inverell, sworn and examined.

413. *Mr. Doe.*] I understand you have a considerable mining experience?—Yes, I have been a mine manager for many years. I lived at Howell, and for seven years was general manager and chairman of directors of the board which controlled the mine there. There is one level 400 feet deep at one end and 800 feet deep at the other end, the length the mine is opened up being 6,000 feet. It has been proved to be a big and payable mine. For many years we had great difficulty in treating the ore, because it was very complex. We used to sell copper, silver, tin, lead, and arsenic. The mine, if started again, would employ at least 300 men. The ore has to be treated on the mine. You cannot send it to any other works, because it is too complex. A piece of our ore the size of an inkstand may contain fifteen different metals. We sold bullion the last two and matte worth £50,000 a year the mine worked. We treated about 70 tons a day of crude ore. All that was wanted to make the concern a success was a railway to Inverell or direct means of getting to the coast. At that time we shipped nearly all our metal to Germany. We spent many thousands of pounds. Germany paid us a better price than we could get anywhere else. The main thing now is that there is a very large quantity of ore in the mine, but with the present rate of wages and the absence of railway communication it does not pay to work it. If we had reasonable transport facilities there would be traffic to and from the mine in coke, bullion, matte, and arsenic to the extent of 10,000 tons a year. We used to make 3 tons of arsenic a day. The railway would make mining a booming industry. The mine would last for 100 years. Mr. Pitman and other authorities say that it is a true fissure lode. I have proved it for 6,000 feet and to a depth of 800 feet, and it is only reasonable to suppose that it runs on. We used 40 cords of wood, of about 1½ tons, a day. For the last two years we worked on a small scale, and paid out £1,200 a week in wages. The lode shows an even grade of ore right through. The lode is in granite country. The value of the ore would be roughly £7 per ton. We paid every man on the mine 2s. a day over the award rates, but they earned it by contract.

414. How much country did you hold for mining?—About 420 acres.

415. Can you give the Committee an idea of the value of the body of ore?—One would be safe in estimating it as a £7 proposition for crude ore to the ton.

416. Is the mine still working?—It is only just dodging along sufficient to carry out labour conditions. It requires a new plant, which would cost £30,000. About £10,000 working capital would also be necessary. It would take £50,000 or £60,000 to start the mine going again. There is no plant there now, the mine being only working in a crude way. Developments at the south end have proved richer. About 250 feet is the deepest we have gone, and at the bottom the assay is good.

417. Is there any wood suitable for underground work handy to the mine?—No, the nearest is 12 to 13 miles away. If the railway were constructed we could get it from the Guyra slopes.

418. If you had direct communication with the coast would you run your bullion over the railway and ship it at a port on the North Coast?—Yes, and copper ore and arsenic.

419. I take it you favour the Guyra-Inverell proposal?—Yes, from a mining point of view, but any railway from Inverell to connect direct with the coast would benefit us tremendously. We have to send our stuff 500 miles to Sydney, and we have to pay storage in the warehouses. Sydney is too congested for anything on a big scale, the cost of handling and other charges on big parcels being excessive.

420. How many men have you employed on the mine now?—About six. But about 1911 I had 600 there for a

long time. We closed down in 1913, when I had 300. A gentleman representing an English firm asked if they could get a concession to run a narrow-gauge railway from the mine to Inverell. The Howell mine is not the only line of lode in the district. There are several lodes which would pay to work, but it is a complex proposition. With the construction of the railway five or six mines in the Tingha district would start work. The other mines have not been developed sufficiently to determine whether they are going to be big things. There is no mine in Australia like the Conrad for quantity. It is a true fissure lode running across granite country.

421. How far is the Conrad mine from Tingha?—About 12 miles.

422. What would be the position of Tingha if a railway were constructed from Glen Innes to Inverell?—It would benefit Tingha a little.

423. *Mr. Travers.*] From a mining standpoint, would a line from Glen Innes to Inverell place you in a much better position than you are in to-day?—Yes. Coke takes a long time to reach us by rail. The trucks were shunted on to a side line, and sometimes we did not get it for a fortnight.

424. What relief would a direct line to the North Coast give you?—It would give us direct shipment overseas. There would be no storage charges and no extra handling in Sydney. We should ship at Coff's Harbour.

425. You would have storage and handling charges wherever you went?—Yes, but nothing approaching that in Sydney.

426. I suppose the price of metal is almost as important a factor in working a mine profitably as railway communication?—Yes, but cheap freight means that you can sell at a lower price. If I got £1 per ton off 10,000 tons it would mean £10,000 profit.

427. What is the lowest price of silver at which you could afford to reopen the mine?—About 2s. 3d. with a railway.

428. *Mr. Burke.*] What is the average daily output of your mine?—About 70 tons of ore a day.

429. How many men would that keep going?—You would require from 250 to 300 to keep the water-jacket furnace mill and mine going.

430. As far as direct communication with the coast is concerned, I take it you are not particular which way the line goes?—That is so, except that the Guyra-Inverell proposal would suit the mining industry better.

431. *Chairman.*] Do you expect large oversea steamers to go to Coff's Harbour and take your loading if the proposed line is constructed?—Not for a while, I suppose. It would be a matter of time.

432. *Mr. Cameron.*] Have you considered the possibility of shipping your output at Newcastle?—We did go into that once or twice. Germany wanted our output and we shipped direct.

433. Are not the shipping facilities at Newcastle infinitely better than anything Coff's Harbour could offer for many years to come?—Yes, I suppose so.

434. *Mr. Drummond.*] Is the backward tendency of mining in this district due to unstable conditions or because, exclusive of your own mine, the field has been worked out?—Mr. Hughes's Act has killed mining during the past five years. I refer to the War Precautions Act, which has been a curse to the mining industry. (Metals exchange). It has done more to kill small mines in Australia than anything else.

435. Have you reason to believe that the base metal industry will improve in the near future?—Yes, there will be a big impetus in the mining industry.

436. Do you consider that the tin-mining industry of Tingha is worked out, or is the present slump in tin responsible for the cessation of operations there?—The country around Tingha has only been scratched. There are years and years of mining in the Tingha district.



Witnesses—W. H. Seecombe, G. T. T. Butler, and W. A. Kook; 24 May, 1923.

William Henry Seecombe, retired farmer, Rosehill,  
Inverell, sworn, and examined:—

437. *Mr. Burke.*] Will you read your statement?—Yes, it is as follows:—Over 10,000,000 feet of timber was shipped from Coff's Harbour last year. Most of that was hauled from Dorrigo. A great deal of that timber is used in this town and district, but it has to go nearly 300 miles to Sydney, then 500 miles up here. Almost every kind of softwood, including pine, beech, and molly gum, can be obtained. Splendid hardwood from Dorrigo through Guy Fawkes towards Guyra could be had, which would be a great asset to this district. There is potato and general farming land from Dorrigo through to Guy Fawkes. In 1918 and 1919 I paid up to £23 for wheaten and oaten chaff, the local value here, I understand, being about £13. Lucerne, chaff, and hay was also a fearful price. It was not bought by the bag. I often bought 3 and 4 tons at a time. It was common for teamsters and dairymen to do that through drought times, and always through the winter. Paspalum grass goes off about May and is the principal grass grown from the Nambucca River to Tweed Heads. It means four or five months' heavy feeding every winter. We could be connected with the coast in about 150 or 180 miles. When I arrived here last November twelve months the lucerne patches were looking splendid. Maize will yield up to 50 or 60 bushels a year here. This district will also grow oats, wheat, and barley.

438. Which, in your opinion, is the better route to the Great Northern Railway?—I understand that Inverell is willing to leave it to the experts to decide, but no doubt the shortest and cheapest route would be to Guyra. The land from Glen Innes to Inverell is the better for agricultural purposes, but there is good fruit land from Inverell to Guyra. From Guyra through to Ebor and in the Guy Fawkes district there is some excellent land. From what I know of the country I would say that the Guyra route is the best. A great deal of timber is required in this district, and the Dorrigo scrub could supply pine, beech, molly gum, which is equal to beech, and other scrub woods. Hardwood is also required.

439. Would a railway from Glen Innes to Inverell give an impetus to lucerne-growing?—Much of that country is suitable for lucerne.

440. *Mr. Doe.*] Is there a demand for lucerne in the upper parts of the North Coast?—Yes.

441. Why does not Grafton supply that district with lucerne?—Because other crops pay better.

442. Is Grafton good lucerne country?—I came from the Macleay River, and I would not call it good lucerne land.

George Thankful Thomas Butler, mixed farmer, Ormond Vale, near Inverell, sworn, and examined:—

443. *Mr. Mahony.*] For how many years have you been farming in this district?—About sixty years farming and grazing. I first saw Inverell in 1861, when it was a sheep and cattle run, and the only cultivation carried on then was confined to small farmers in the populated areas. After mining commenced to dwindle the farmers did not grow so much. We are really only 400 miles from Sydney, yet the railway is 500 miles long. The freight is crushing. I put in a lot of lucerne and went in for fat lamb-raising, and we grew a bit of produce. I used to pay £8 15s. per load to send lambs to Sydney, and the cost now is £15 2s. 6d. I cannot stand the freight and the taxation. There is really no profit, and I am now 78 years of age. I hold 688 acres and have one son and two daughters, my wife being dead, and I am no better off than I was as a younger man.

444. Which would be the most suitable line from Inverell to the tablelands?—The country between Inverell and Glen Innes is rich basalt, and between Inverell and Guyra it is granite. I should say a line from Inverell to Glen Innes is the most suitable.

445. How would you suggest that a connection should be made with the Great Northern Line and the North Coast?—Via Tenterfield and Casino. From Tabulam there is splendid agricultural country suitable for dairying and farming right into Casino. If we had that connection we could get to Casino in about 210 miles from Inverell. The Richmond, Clarence, and Tweed districts must have a population of over 96,000. On the North Coast they grow no fruit worth speaking of. With the railway there would be a big trade in fruit. They would consume 17,000 tons of wheat and 255,000 sheep a year.

446. Has the price of land in this district increased?—Slightly. Lambs which I have sent to Sydney have lost as much as 10 lb. in weight after two days and two nights in the trucks, so I gave it up. My lucerne is still growing. I have an irrigation plant which cost me £400. Brisbane is a market for our chaff. The land on Waterloo, Newstead, and King's Plains is first-class. I managed King's Plains estate for ten years, and I believe if it were cut into 400-acre blocks it would provide living areas for many farmers. To carry over to Guyra and north to Tenterfield is not a good proposition. To Glen Innes and then north and south is the economical way. Our nearest coal mine south is at Curlewis. Distances are as follows:—

From Ashford to Glen Innes, via Inverell	...	85 miles.
" " Tenterfield	...	143 "
" " Guyra	...	122 "
" " Armidale	...	149 "
" Curlewis Coal-mine to Glen Innes	...	198 "
" " Tenterfield	...	256 "
" " Guyra	...	161 "
" " Armidale	...	134 "

William August Kook, farmer and grazier, near Inverell,  
sworn, and examined:—

447. *Mr. Drummond.*] What area do you hold?—I have about 600 acres about 4 miles from Inverell. I have prepared the following statement:—I consider there are close on a million acres suitable for wheat, maize, oats, barley, and other cereal crops, also lucerne, which are affected by rail connection with the northern system and the coast. I should say there are not much more than 100,000 acres under crop. With proper access to our natural markets we could treble the area sown each year. Naturally, this is an enormous loss to the district. The whole of the area sown in normal seasons would yield about seven bags per acre of wheat. Of maize, the average would be about 40 bushels. Oats and malting barley also do very well and give yields up to 60 bushels per acre. About half of the area could be classed as suitable for maize and a much larger area could be found for wheat, oats, barley, and other cereal crops. Wheat is chiefly grown for hay and chaff, and 2 tons per acre is quite a common return. By a connection with the coast an enormous impetus would be given to mining, and would be passed on to the chaff and fodder industry. We used to sell about 100 tons of chaff every year when the mines were working, but in normal seasons, without the aid of the mines, chaff is a drug on the market. With an outlet to the coast we should be able to market enormous quantities of wheaten chaff, also lucerne chaff and hay, as well as other fodders. Practically the whole of the area will grow lucerne. About one-half could be classed as good lucerne land. In normal seasons we got three or four cuts, each cut going from 10 cwt. to a ton per acre. In some cases on very good soil it would go more. We should find a ready market for a large quantity of lucerne on the coast, as generally we could make a much primer sample than they can on the coastal areas. The reasons are that the growth here is not quite so rank owing to lesser rainfall. We get much more favourable weather for curing the hay. With an outlet to the coast we could also consider the fat lamb industry. At present, to truck dumb animals round by Moree should be made a criminal action, as the journey is absolutely cruel, and quite prohibitive in the warmer weather. When we have fats to truck we have to wait till



Witnesses—W. A. Kook and J. Ditzell, 24 May, 1923.

the cool weather comes, or stand a chance of losing large numbers owing to the severe heat on the Moree line. I am sure that is the reason why so few lambs are reared for market purposes. That applies to all stock, and anyone trucking in the warmer months should be prosecuted for cruelty to dumb animals. The Glen Innes route is suitable for wheat, maize, lucerne, and other cereal crops. The Guyra route is suitable for fruit, potatoes, onions, oats, and all kinds of vegetables, being adapted to intense culture. Trials with tobacco have proved a success on this soil. I am of opinion that both flax and cotton will be largely grown here in the future, as experiments have proved up to expectation where weather conditions have been favourable. Under adverse conditions quite a number of orchardists are making good. Tons of fruit that could be trucked to the coast are allowed to rot each year. Fruit-growing in this district would become a live industry if the growers were sure of an outlet for their surplus fruit. There are thousands of acres along the Guyra route suitable for fruit and vegetables. We can grow magnificent chaff in this district, and we could send fine lucerne to the coast. I never saw better lucerne than that which has been growing here for twelve years. We have grown flax for two seasons, and I think flax will become an important industry here. Cotton has also been successfully grown in the district. If we had a reasonable outlet we could truck hundreds of cases of fruit to the North Coast.

448. *Mr. Drummond.*] What particular connection with the coast have you in mind?—To my mind any connection with the North Coast would benefit us. We want to do away with the dead ends.

449. What do you estimate is the loss on fat lambs in travelling them from Inverell to Sydney?—5 or 6 lb. via Moree.

450. If the railway were built would there be an outlet for your fat lambs on the coast?—I think so. Why not have abattoirs there to treat fat lambs? There is an enormous market on the coast for mutton and lambs for local consumption, and they could be exported.

451. Do you consider that the whole of the Inverell district could grow lucerne?—Yes, even on the ridges. It grows well in granite soil.

452. Is much lucerne hay made there?—Very little. The farmers want educating up to it. Proper markets would give that industry a big impetus. There is not much sale here for lucerne chaff or lucerne hay, but there would be a ready sale for it out Moree way. I am certain we could market a very large quantity of produce on the North Coast. We used to have a big trade at the door.

453. Is any fruit grown in Inverell?—Yes; one man I know has 12 or 15 acres, and is making money out of it. His market at present is chiefly around Tingha. We should be able to send our produce away in refrigerating cars to the northern rivers. If we could do that we would find a big market.

454. *Mr. Doe.*] The North Coast people believe that paspalum is not a properly balanced ration, and they would be prepared to buy from you lucerne delivered on the North Coast;—at what price could you send it there?—If we could get £4 10s. a ton for lucerne hay we should be on a good wicket.

455. *Mr. Cameron.*] Have you ever sent lambs to the Aberdeen Meat Works, within 250 miles of Sydney?—No, I do not know that they have gone there.

456. Is not the fat lamb market governed by the export trade?—I would not truck fat lambs to Sydney from Moree in hot weather, as I consider it is inhuman.

John Ditzell, farmer, near Inverell, sworn and examined:—

457. *Mr. Travers.*] What is the area of your property?—230 acres. I grow chiefly maize and wheat. I have prepared the following statement:—I am a native of the district, and, with the exception of eleven years, have followed farming pursuits all my life. My land is typical of thousands of acres throughout the district, and, though

most of it has been under cultivation for half a century or more, it still yields good average crops. With proper farming land of this description can be maintained in a highly fertile condition indefinitely. All cereals crops can be successfully grown, but wheat, maize, and hay crops predominate. Lucerne also does well. The wheats produced are of good milling quality, consequently we need have no fear of competition in the open market for our flour. In supporting a connection with the northern railway system, and thence to the coast, I would strongly emphasise the fact that, if our agitation bears fruit, we can supply all the wheat and flour that the people of New England and the coast from Kempsey to the Queensland border require, together with all the fodder they want, provided freights are reasonable. The coast population in the area mentioned is approximately 120,000, and reckoning the flour requirements per head per year as equivalent to 5 bushels of wheat, it means 600,000 bushels or 16,000 tons. From Armidale to Tenterfield we have 30,000 inhabitants who grow practically no wheat, and whom we could supply. They need 4,000 tons of wheat. Queensland does not always produce enough for her own people, and there, too, would be an opportunity for us. Thousands of tons of chaff and lucerne hay could be placed on the coast. A farmer in this district could have sold 100 tons of lucerne hay at £6 per ton on trucks to the North Coast agent a year ago, but as the cost of conveying it to its destination was prohibitive no sale was made. Mining always played an important part in the prosperity of this district, and railway facilities would have a very material effect for good on that industry. The linking up of this important centre with the coast would result in great progress and prosperity.

458. Have you any choice of the two proposals to connect Inverell with the tableland?—No, although possibly the Inverell-Glen Innes connection is the better one.

459. How would you describe the country as far as Swandale?—In the Swanbrook valley there is some very good farming land; that includes Swanoak and portion of Newstead, down to Elsmore and Inverell. In the Swanbrook valley a fair amount of wheat is grown.

460. Is much wheat grown 10 miles east of Inverell in the vicinity of the proposed railway?—Yes, on the main Glen Innes road there is a fair amount.

461. Is much grown north-west of Inverell, in the direction of your own property?—Yes.

462. Is the country further north and north-west of Inverell better for wheat-growing than the land between Inverell and Swanvale?—Not better, but there are greater areas. In 10,000 acres the percentage of wheat land would be greater.

463. What area would be required for wheat-growing between Inverell and Swanvale?—From 200 to 500 acres, and for grazing from 700 to 800 acres.

464. Is the wheat grown in the direction of Swanvale as good a wheat as that produced in your district and further west and north-west?—Yes, I think so; the soil is much the same.

465. Is wheat grown in the black soil country as good as that produced on the red soil?—Yes.

466. Do you look upon a railway from Glen Innes to Inverell largely as a developmental line?—Yes.

467. Would a good deal of the produce grown in the district between Inverell and Moree find its way over the Inverell-Glen Innes railway to Queensland?—Yes, I think a good deal would.

468. It would give you the choice of another market in Queensland?—Yes.

469. Do you consider that a railway from Inverell to Glen Innes is complementary to a connection between the tablelands and the North Coast?—I have an open mind on that question. No doubt it would enable another market to be opened up. Personally I would prefer a line from Inverell to Guyra, but I do not press that on the



Committee. A line from Guyra to the coast would give us the option of sending our produce north or south. The following agricultural statistics are for the police patrol district of Inverell:—

YEAR ENDED 30TH JUNE, 1922.

Cultivation.	Inverell Police Patrol District.	Inverell Police District.
Total area cultivated .....	36,603	70,383
Wheat area .....	17,753	40,405
„ yield .....	204,957	459,954
Maize area .....	8,295	13,258
„ yield .....	146,694	224,088
Other grain areas .....	1,419	1,926
Hay—Area cut—		
Wheaten, oaten, and barley „	5,247	7,909
Lucerne .....	1,664	3,246

470. To what districts do those figures approximately apply?—Torrington, Deepwater, Emmaville, Tingha, Ashford, Kingstown, Howell, and Delungra.

471. What would be the general average over a period of five years?—From 12 to 15 bushels. If we capture the markets we can produce the wheat.

472. At what distance from rail does it pay to grow wheat?—Some growers are carting 20 miles, at a cost of 1s. 3d. per bag.

473. Can it be produced profitably at that distance?—At 5s. a bushel it can.

474. Would a railway from Glen Innes to Inverell stimulate wheat production in the district?—Yes, if we captured the market.

475. *Mr. Doe.*] I understand you have been farming for many years;—have you been cultivating the same land all the time without giving it a rest?—Well, it might be thrown out occasionally. I have used no artificial manure, nor have any of the other settlers immediately around me.

476. *Mr. Burke.*] What does it cost you per bushel to send wheat to Sydney?—Sixpence.

477. Is it worked on the zone or the mileage system?—On the flat-rate system.

John Lyall, farmer and grazier, near Inverell, sworn, and examined:—

478. *Chairman.*] You have a statement to read?—Yes, as follows:—I desire to point out the difficulties of farmers in this district, situated without railway communication with our natural markets. These disadvantages would be overcome by an efficient service, and the prospects of the district would be 100 per cent. brighter. Wheat, which is our main crop, grows to perfection in this district. At present it costs 6d. per bushel freight to send it to Sydney. This charge, for want of competition, is imposed whether sold to the local mill or not. If we had railway connection with the coast not only should we save in freight, but we would have a better market, and it would benefit the people here. More maize is grown here than any other part of the State. Being of much better quality than that grown on the coast, there is a bigger demand for it in the eastern districts. Oats is a very heavy yielder in the district, but not profitable if same has to be sent to Sydney to compete with southern grown oats, which is of better quality. With less freight and a good demand for oats on the coast larger crops would most assuredly be grown. The Inverell district is a very strong hay centre. Heavy crops being the rule. As evidence of the value of the district for hay, I was informed by Mr. Staggs, of Inverell, that when the mines were in operation at Howell, he used to cut up to 1,500 tons of chaff in a year. He was only one of many with chaff-cutters on contract with the farmers. Now the mines have closed he does not cut more than 100 tons. If a railway line existed to the coast this chaff industry would not be lost, as at present, and there would be a much greater quantity grown. The district is eminently

adapted to lucerne-growing, but practically no lucerne is grown except for grazing purposes. It is out of the question to send lucerne to Sydney costing 30s. per ton freight, and having to compete with Hunter River lucerne. There are thousands of acres of heavy black soil in the district really being wasted. There is no better lucerne land in the State. A thriving industry is latent for want of a market. Regarding machinery, a header costs £15 freight to land in Inverell from Sydney. Oil, farm and station supplies, costs 1s. 1d. per gallon freight. This expense could be greatly reduced if machinery, when imported, could be landed on the seaboard direct and railed straight across, then the farmer would show a profit for his labour instead of continually working on an overdraft, as is the case with the large majority of farmers to-day. The district is really in its virgin state, and for mixed farming there is no better. For the want of an access to our natural markets, and the expense of sending our produce to Sydney, a lot of good farming land is lying idle. I have a lease on which there are 300 acres of the best lucerne land being grazed; I am at a loss having to graze same. I few months ago I had 100 cattle quite fat enough to be railed to the seaboard but not prime enough to send to Sydney with the ruling prices and cost of trucking. The result is that they have lost condition, and may die during winter. This is not only a loss to me, but to the State. By having an outlet to our natural markets that land, and thousands of acres in the district, would be put to more profitable use by the owner, which, in turn, would bring more revenue to the State. As a returned soldier, the question of defence strikes me very forcibly. In the event of an attack troops inland could be quickly transported to any point where desired, and as quickness of action is one of the main factors in successful military operations, railway connection with the coast is a matter of urgent necessity.

479. You maintain that as far as lucerne hay and maize are concerned, Sydney is not a satisfactory market?—That is so. You have to pay 30s. a ton freight on hay to Sydney. The freight on maize is also too high. If we had a cross-country line we could get rid of our maize much more easily. The freight to Sydney is 6d. a bushel. It costs 1s. 3d. a bag to get wheat to the station. Wheat grown in New England is not as good as wheat grown here, and there is a big demand for wheat in New England and on the North Coast. We supply the market along the northern line. Once you get over the range the wheat is not so good.

480. Have you in mind any particular port on the north coast for the shipment of your produce over-seas?—No, I suppose Coff's Harbour would be the best place. Thousands of acres of agricultural land now lying idle would be cultivated if the railway were built.

481. How much land are you cultivating?—350 acres.

482. Do you make that pay?—Yes.

483. Why could you not make 600 acres pay?—I should have to put another man on. At present I can work the land myself. We sell our wheat to the local mill, but there is only one here.

484. What does it cost you to transport your wheat from the paddock to Sydney?—Generally the teamsters work by a contract.

485. Is the cost of getting wheat to market a serious handicap?—Yes.

485½. At what price per bushel does it pay you to grow wheat?—About 4s.

486. What is your average yield?—For five years, 21 bushels. I do not grow much maize, but maize has yielded, over five years, about 28 bushels.

487. What does your lucerne yield in a normal season?—I grow enough only for my own use. In a year I would take off about 2 tons to the acre.

488. *Mr. Burke.*] How far is your place from the railway?—7 miles along a heavy black soil road.



Witnesses—J. Lyall, T. H. Kook, and A. E. Sweaney, 24 May, 1923.

489. Have you worked out what it costs you to produce wheat?—Only at the end of the year, when I find out how much money I have in the bank.

490. Have you been in Sydney during the year?—Yes, I have, but I cashed my gratuity bond. I have been twelve years in the district, but was at the war for four years. I have been on my present holding three years.

491. Have you got out of the ruck?—Yes. We had good prices for our wheat. I do not grow wheat on the heavy black soil. That is more suitable for lucerne. I would cultivate 650 acres if we had the railway.

492. I suppose your objective is the coast?—Yes, the more markets you have the better prices you get. No more pools for me.

493. Do I understand that the farmers in this district are mostly living on overdrafts?—Yes, I think the majority are. A line to the coast would help the farmers very much.

494-5. Is Inverell in a better position than Glen Innes?—Well, they can send their produce north and south by train. We have the land which Glen Innes has not. They cannot grow wheat like Inverell can.

496. Do you know of many farmers in this district who are in a state of semi-bankruptcy?—Yes.

497. You are not in that position?—No, I have not had time yet. So far I have done well, but wheat has done it. In some wet years we cannot grow wheat for grain.

498. *Mr. Doe.*] To whom do you sell your wheat?—It was sold in the voluntary pool last time.

499. *Mr. Drummond.*] Do you consider that the question of freights to Sydney is the most important factor, or is it the matter of another market?—The market is most important. Freight even to Sydney does no stop us from growing wheat.

500. *Mr. Cameron.*] Is not the wheat market governed almost entirely by oversea prices?—No, because we might sell on the coast.

501. Wheat is grown profitably at Ungarie and at Wyalong just as far from Sydney as you are?—Yes, but farming out there is a different proposition. A farmer out there with 600 acres could probably grow wheat on every acre. It is not likely that wheat would go past Sydney to the north coast when we could supply that district.

502. Do you believe you could compete with the west and south-western wheat districts, and that you could supply wheat cheaper to the north coast?—Yes.

Theodore Herman Kook, farmer and grazier, near Inverell, sworn, and examined:—

503. *Mr. Travers.*] Have you prepared a statement?—Yes, it reads as follows:—I have for the past ten years been growing and experimenting with vegetable crops such as tomatoes, cauliflowers, green peas, cucumbers, pumpkins, marrows, water and rock melons, French beans, and onions. These are the varieties I handle for the best returns, but almost any vegetable crop thrives well in this district. There is at present a very limited market for these products, and when there is a glut in any one of these crops there is no get away for the surplus, which means loss to the growers. If we were connected by rail with the Northern line the difficulty of placing products would be largely overcome, as a grower could then send his products north or south to whichever market offered the best inducement. I pay 2s. per bushel case to the Northern line by motor, which is hard to both grower and consumer. I might also mention that as our district is six weeks earlier than the tablelands, there is a ready market there for early vegetable crops such as those mentioned. I have kept a record of many crops grown on granite sandy soil, of which we have in this district thousands of acres, superior to that on which I am producing my crops. The following extracts are from my record book and show what returns can be had from crops in this district:—*Tomato Sales, 1918.*—From 3,500 vines there were harvested 280 bushel cases of tomatoes, the weight being 6 tons 7 cwt. This

crop was sold in the early market at 16s. per case, or about 4d. per lb., the gross return being £227 7s. 6d., and a net return of £200 per acre. *Cucumber Sales, 1918.*—From less than  $\frac{1}{2}$  acre of land there were harvested 150 bushel cases of cucumbers. The crop was sold in the early market and averaged 11s. per case, the return for the crop being £82 12s. *Pumpkin Sales, 1919.*—From 9 acres of land 404 dozen pumpkins were harvested, and sold at the rate of 1d. per lb., making an average of 8s. per dozen or thereabouts, the gross return being £151 16s., or a return of £16 15s. 6d. per acre. *Green Peas, 1920.*—From 1 acre of green peas 323 kerosene tins of peas were harvested. These were sold in the early market at the rate of 3 $\frac{1}{2}$ d. per lb., weight being 5,814 lb., gross return £88 8s.; 1s. per tin of 18 lb. was paid for the pulling of the crop—£16 3s.—leaving net return of £72 5s. per acre. *Cauliflowers, 1922.*—From 1 acre of land on or about 4,000 cauliflowers were sold, giving a return of £156 12s. 9d. Shop trade, Inverell, 1920, vegetables only.—Proceeds paid into the bank, £361 12s. 9d. Proceeds banked, £406 19s. 2d. Vegetables only.—These returns are the extract of bank dockets and are correct.

504. Do you support the proposed railway from Glen Innes to Inverell?—Not particularly. I want to see constructed a railway to the main Northern line.

505. Is most of what you produce consumed locally?—Yes, because freight charges to the Northern line of 2s. per bushel case is too high, especially for tomatoes. A railway would make a great difference to me. If many more farmers went in for the same lines as I do there would be no sale for our produce under present conditions.

506. Do you send any of your produce to Moree?—Not a great deal. I would expect a new market on the tablelands if the proposed railway were constructed.

Armand Edmund Sweaney, manager, Co-operative Butter and Bacon Factory, Inverell, sworn, and examined:—

507. *Mr. Mahony.*] Where is your main market?—We do an export trade. I have prepared the following statement:—The dairying industry in this district dates back to 1901, practically from the inception of closer settlement. For a large number of years progress was slow, probably owing to our isolation making us more or less conservative and unknown, and also to the great versatility of the district, which, unlike most, gives settlers a wide choice in their calling. With the influx of coastal settlers in recent years skilled in dairy work, the industry has received a considerable impetus, and is steadily developing on sound lines notwithstanding dry spells. As a matter of fact, these partial droughts have played a big part in proving the economic advantages of the industry in the district. The mixed farmer and agriculturist have on many occasions "saved their bacon" by turning crop failures into butter successes per medium of the dairy cow, and there is no disputing the fact that the district is essentially suitable for butter and bacon production. The periodically recurring dry spells can be more than counterbalanced by the facilities offered for the growing and conservation of fodder crops. The richness of extensive areas easily accessible to cultivation, the great variety of artificial fodder crops that can be produced, viz., lucerne, maize, sorghums, millets, pumpkins, and principal cereals such as wheats, oats, barleys, and ryes, together with the wealth of natural grasses and herbage, give greater selection than any other dairying district in the State. The climate facilitates the conservation of fodders by the cheapest possible methods, viz., pitting as silage and stacking as hay. With these natural advantages, given reasonable means of transport, Inverell district could produce and conserve fodder of the highest nutritive value in the lightest portable condition, and with little Government assistance could form a large part of the State's insurance against drought. It is doubtful whether any district in the State contains such vast areas of lucerne land, and there is certainly none richer. Proof of this can be found



Witnesses—A. E. Sweaney, 24 May, and R. J. P. Higgins, 25 May, 1923.

in the *Government Gazette*. The agricultural inspector's report showed that after several years of field experiments, with and without fertilisers, the soil was sufficiently rich, and did not require the addition of fertilisers. The records of our co-operative company show that for the first ten years 488½ tons of butter were produced, the value of which was £47,827 0d. 9d. For the next ten year period ended June, 1922, which included the big drought, 2,135½ tons were produced, realising £239,136 3s. 8d., an increase of approximately 400 per cent. During the latter ten years bacon curing has been engaged in, and 16,504 pigs have been treated, realising £62,221 15s. 1d. Adding the returns for both departments, the total sales for the ten years amounted to £301,357 18s. 9d. Taking any one year's results in the company's history, that ended June, 1922, has been the most successful, the turnover amounting to £51,703 5s. 2d. for butter and bacon. The largest year's butter output was 250 tons, and the largest number of pigs treated in any one year was 3,400. Our isolation through want of railway connection with the main Northern line is the industry's drawback. Our products suffer material deterioration every summer through having to withstand the excessive heat in transit over the North-west Plains. Repeatedly our butter is reported to be running from the boxes on arrival in Newcastle or Sydney. Likewise our bacon is appreciably affected by the heat, and decreased in selling value. We certainly have the alternative of sending in refrigerator cars per goods trains, but our experience has proved that consigning per the faster service is preferable. The other method takes several days longer in transit, and seriously taints the flavour of the butter by the stuffy, mouldy odour which develops in the car through being shut up in a heated condition. The first day's journey to Moree exhausts the ice. We have only to take a two hours' trip over the 42 mile route to Glen Innes to find that butter manufactured during the day is placed on the evening train and has to withstand only a cool night's transit to the same markets. The committee knowing the extremely perishable nature of our products, will

readily realise the handicaps placed on the industry by the present transport system. Through the want of railway connection, we are denied a very valuable local market, which geographically belongs to us, viz., Tenterfield to Werri Creek, for our bacon products. To reach these markets by rail requires travelling 480 miles, whereas with connection we could reach them in 100 miles. Our disability in this regard allows Queensland factories to supply these valuable markets. By several times winning the Commonwealth District Trophy Competition at the Royal Sydney Show, the wonderful resources of this district were widely advertised, but this advertisement is greatly discounted when prospective settlers view our isolation. Many valuable dairy-farming families have migrated from the North Coast into Queensland who would have been attracted to this district but for our want of direct railway connection with the Main Northern line. If the proposed railway were built we should escape the heat in transit over the north-west plains in summer—I believe the Glen Innes route would facilitate dairying operations because of the better land there.

508-9. Do you look further than the main line for your market?—Yes, we believe that the industry will progress to such an extent that we shall largely increase our export trade. We are looking forward to a coastal connection.

510. *Mr. Drummond.*] We have a good deal of evidence that fodder from the tablelands and west is needed on the coast at different periods?—My experience on the North Coast was that every winter we required fodder. The *paspalum* does not grow well after the frosts until the spring. It is not a balanced ration.

511. As some of the richest land in New South Wales is on the North Coast why cannot the North Coast farmers grow their own fodder supplies?—Lucerne requires lime in the soil, and that is lacking in the lucerne land on the North Coast.

512. As a butter factory manager and dairy expert, where would you say the best undeveloped land lies east of the main northern line?—The whole of it is good country.

FRIDAY, 25 MAY, 1923.

[The Committee met in the Council Chambers, Inverell.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Glen Innes to Inverell.

Robert John Polk Higgins, farmer and grazier, near Inverell, sworn, and examined:—

513. *Chairman.*] Have you a statement to read?—Yes, as follows:—I have been resident in this district about seventeen years. I know the proposed railway routes—Inverell-Guyra and Inverell-Glen Innes. I am a member of the Inverell Pastures Protection Board and of the MacIntyre Shire Council. I produce the stock returns for the district from 1916 to 1922 as follows:—

Year.	Horses.	Cattle.	Sheep.
1916 .....	11,934	11,908	583,983
1917 .....	12,320	27,641	585,759
1918 .....	12,467	31,687	525,147
1919 .....	9,597	25,615	413,961
1920 .....	8,837	26,005	482,886
1921 .....	9,410	30,693	499,807
1922 .....	9,448	30,272	513,255

In 1921 there were railed from the Inverell district, exclusive of what may have been railed from Barraba and Glen Innes, from properties more conveniently situated to

those railway stations, 30,657 sheep for metropolitan slaughter. Upon these sheep there was a loss in weight of 183,942 lb. and in money of £2,299. That is taking the loss in weight at 6 lb. per sheep and the lost value at 3d. per lb.—an annual toll extracted from the sheep-growers of this district as a sacrifice to the centralisation of the meat industry. The wool production can be taken at 9,996 bales, the value of which, at a conservative estimate, is £199,920. Crown lands to the south and south-east of Inverell embrace about 80,000 acres, of which about 20,000 acres are forest reserves. Of these lands there are probably 10,000 acres fit for agriculture. The grazing lands, though frequently classed as "poor," responds very readily to the axe. Land that fifteen years ago was considered fully stocked when running a beast to 30 acres, is now, under improved conditions, *i.e.*, ringbarking, scrubbing, and subdividing, carrying a sheep to the acre and over. To the south of the proposed line from Inverell to Glen Innes there is an area of approximately 20,000 acres of Crown lands. This is rough in parts, but perhaps half that area would be good grazing land if improved. Upon both proposed routes the travelling stock reserves and



Witness—R. J. P. Higgins, 25 May, 1923.

camping reserves have been curtailed to a minimum. The whole of the Crown lands, except the rocky hills, grow excellent fruit and vegetables. I advocate a connection with the northern line from a grazier's view, for the following reasons:—It would cut out a long distance in the journey to Flemington. It would do away with a lot of the loss caused by the long, hot trip round by Moree. It would enable us to land sheep at Flemington without the sap being wasted. It would give the consumer a tender and better class of mutton. It would give us a second market in Brisbane. It would lessen the mileage, and so cheapen the rate on stock to market. The reduced mileage would also cheapen the freight upon the goods from Sydney. It is the first step towards opening up our natural market on the North Coast, where there is already a market for most of the commodities we produce. They grow neither wheat nor mutton; all they consume has to come from Sydney, some 500 miles, while we who are only 150 miles away cannot supply them. A connection with the tableland would enable stock-owners in the west and north-west to get their starving stock on to relief country. It would enable stockmen along the North Coast to get a market for their male calves instead of killing them, because land is too dear in those districts and holdings too small to rear them.

514. What are the limits of that area?—In the Inverell Pastures Protection District it extends to Ashford, Gramam, and Delungra east to the foot of the range and south to near Tingha. The loss is most serious in summer; due to sheep having to travel over the hot plains, as the result of which much of the sap in the meat is lost. Recently, we had to shift two train-loads of stock from the western district, via Werris Creek to the tablelands. We lost 630, which were store sheep, and mostly ewes.

515. I gather that you not only want a connection with the great northern line, but also a coastal connection?—Yes, a connection from Guyra down.

516. *Mr. Travers.*] By how much would a railway from Inverell to Glen Innes shorten the rail distance to Sydney?—Not a very great deal, but it would cut out travelling through the heat of the plains. A connection between Inverell and Guyra would materially shorten the distance. It would obviate the long train journey to Sydney via Moree.

517. Would the construction of a railway from Inverell to Guyra or from Inverell to Glen Innes cause cattle to go to Queensland?—Occasionally, because the Brisbane market is at times better than the Sydney market. I get quite as good, and sometimes better, results in Brisbane than in Sydney.

518. Would not a good deal of trade be diverted to Brisbane?—Dead trade, like wool, might go there, but a good deal of live stock and farm produce would be diverted to Toowoomba and Ipswich.

519. Would the proposed railway be of any use to people north of Inverell, around Ashford and Bonshaw?—Yes, they truck both cattle and sheep to this district, and the same thing applies to them in regard to the trucking of sheep over the hot plains in summer. There is a coal-field in the district which would supply pretty well the whole of this part of the State with coal. Limestone can also be obtained in the district.

520. I presume you look upon a line from the main northern line to the coast as complementary to a connection between Inverell and the great northern railway?—I do.

521. *Mr. Cameron.*] Do you anticipate that you would get more for your produce on the North Coast than at Flemington?—Under present conditions they have to be sent via Sydney to Grafton and Casino. If the railway were constructed it would be a matter of 50-50. Lambs have lost 15 lb. in weight in being sent to Casino.

522. Have you ever made use of the lamb market?—Yes, you often get better prices in Maitland than you do in

Sydney, but it is a very tricky market. You have only to keep the Newcastle butchers away and the Maitland market is in the air.

523. Would not more people be supplied from the Maitland market than from a North Coast market?—Yes, but the Maitland market is in touch with the whole of the west.

524. Do you consider the market for your fat stock is better on the North Coast than at Maitland?—Yes, for sheep it is more stable—not for cattle.

525. Have you ever considered the bringing of carcasses from Sydney in the cold storage vessels that carry butter; would not that militate against a good market on the North Coast?—There are facilities for them to do that if they want to, but they have never done it. They prefer to truck from this district to Sydney and then send by boat.

526. *Mr. Burke.*] Are stock from this district sent by road to the North Coast?—Very seldom; some would go via Tenterfield and some via Glen Innes.

527. You referred to a number of sheep being sent away by truck;—how many were there?—6,700. There is no land between Inverell and Glen Innes that will produce the quantity of fruit and vegetables that the land along a line from Inverell to Guyra would produce. Good strawberries can be grown there, too.

528. The trend of evidence seems to be in favour of the Inverell-Glen Innes route?—Yes, from an agricultural standpoint, but there is a large area of Crown land available south-east of Inverell.

529. *Mr. Mahony.*] Is the district between Inverell and Glen Innes suitable for mining?—Yes; in the vicinity of both the proposed routes mining is going on. Large mineral deposits at Ellesmere have been worked in the past, and will be worked again with railway facilities. On the Guyra-Inverell route there is an immense area of mineral-bearing country, and if a railway were constructed one of the largest mines in the State would start work. That is the Conrad mine, near Howell.

530. *Mr. Doe.*] What area of land do you hold?—About 170 acres here. I have some elsewhere.

531. Cannot something be done to promote country killing and the sending of chilled meat to Sydney for disposal?—While there are so many vested interests, and the abattoirs and allied works are at Flemington, I do not think there is the slightest chance of it.

532. Is there anything to prevent graziers organising so as to send their meat to Sydney?—There is no law to prevent it, but there are vested interests which, when works were established at Werris Creek, Gunnedah, and Narrabri, absolutely crucified them. Only recently a man came here and gave us a demonstration of the "Bullock" process of preserving meat. He treated meat and kept it for a fortnight, and invited us to partake of it. You could not have got better meat. That man has now gone to America with his process because Sydney turned it down.

533. The reason was that the Board of Health was doubtful whether meat treated in that way was digestible and healthful?—That may be so. Where you can put eight or nine live stock in a truck you could put forty or fifty frozen carcasses.

534. *Mr. Drummond.*] Do you consider that the estimate of the district surveyor of Armidale, that there are about 20,000 acres of cultivable land within the influence of a railway from Glen Innes to Inverell, is correct?—The district surveyor should know, but I think he has underestimated the area. There are 10,000 acres of valuable Crown land that have never been scratched between Kangaroo Camp and Wandsworth. It is suitable for wheat, corn, fruit, and vegetable growing.

535. What would your principal outlet be for produce and stock—Brisbane or the North Coast?—The coastal market. There are 150,000 people on the North Coast hungry for mutton, wheat, and flour. That is our market, because they cannot grow those commodities.



Witnesses—R. J. P. Higgins, H. T. Hadley, and F. A. Lewin, 25 May, 1923.

536. In what area are those 150,000 people?—From Coff's Harbour to Glenreagh and from Acacia Creek to the ocean.

537. If you had to pay practically the same freight to deliver your stock to Murwillumbah or to Lismore as you have to deliver it in Sydney, do you consider you would still be on a better wicket?—Yes, because the grower bears the burden of freight all the way, no matter where he goes.

538. *Mr. Cameron.*] Would you say 9,996 bales of wool is the average yearly production for the last ten years?—We run from 410,000 to 580,000 sheep per annum. The 1921 return showed 499,000 sheep. That is the average over ten years or more. There are 1,600,000 acres of Crown land in the district.

Herbert Thomas Hadley, managing director, Inverell Milling Co. Ltd., sworn and examined:—

539. *Mr. Doe.*] Have you prepared a statement?—Yes; it reads as follows:—I am strongly of opinion that if the Inverell district was connected with the North Coast by rail the local flour milling industry would be considerably extended. Under present conditions not nearly sufficient wheat is grown in this district to enable the local mill to work up to its full capacity. Practically all locally-grown wheat is sold to the Inverell Milling Co. Ltd., but the average annual local yield within the radius of 20 miles for the past ten years amounts to only about 70,000 bags. The mill is capable of gristing 135,000 bags per annum. With a railway from Inverell to the coast doubtless thousands more acres of good wheat land would be taken up and put under crop. Consequently much more wheat would be grown in the district, and instead of working the mill one shift, with an occasional short run of two shifts, it would be possible to work three shifts through the year, thus proving employment to many more men. As the cost of production, while working full time, would be much less than under present conditions, the selling price of mill products would be reduced in proportion, and the whole community would be benefited. Under normal conditions, owing to the fact that this district is usually well supplied with natural grasses and herbage, there is only a comparatively small local demand for bran and pollard, and it is necessary for us to send more than half of our production of these commodities to Sydney for sale. That is not a paying proposition, as freight for such a long distance is very high. If Inverell were connected by rail with the North Coast our surplus offals would probably find a ready market there, as considerable quantities of bran and pollard would be required by the coastal farmers for feeding purposes. Similar remarks apply to surplus flour. Inverell wheat is noted for strength and quality, and flour made from it has an excellent reputation. It can always be sold in competition with any flour in the State. The Sydney Chamber of Commerce calls on us every year for an average sample of locally-grown wheat, for the purpose of fixing the fair average quality standard, and on all occasions we find that the sample sent from Inverell is above the average fixed for the State, which shows that this district is very suitable for wheat-growing. If we had a railway direct to the coast we should have an outlet for our produce. Our surplus produce now goes to Sydney, and some of it to the northern line.

540. Would you get better prices on the North Coast than in Sydney?—We should get better returns, and we should have an advantage in freight. I suppose prices would be about the same. If the proposed railway is constructed I hope this district will be connected with the North Coast.

541. What fuel do you use?—Coal; it is cheaper here than firewood.

542. If the North Coast people used electric power would it not give them an advantage over you?—No. The cost of fuel is a small item compared with the cost of production. The proportion is about one-tenth or one-twelfth.

543. Can you give the Committee some idea of the quantity of wheat grown in the vicinity of your mill?—About 70,000 bags per annum within a radius of 20 miles of the mill for the last ten years. If a line were opened up to the coast more wheat would be grown here than the mill could use. We have other buyers here now.

544. *Mr. Drummond.*] Is there much land in this district suitable for wheat-growing?—I understand there are many thousands of acres.

545. The Committee recently recommended a railway from Camurra to Boggabilla;—would that line add to your wheat supplies?—No; the freight from Pallamallawa would be about 4d. a bushel to Inverell, which has to be added to the cost of production. To the seaboard it is a fraction over 6d.

546. How far is Pallamallawa from Inverell?—About 60 or 80 miles—430 miles from the seaboard.

547. *Mr. Cameron.*] Do I understand that not sufficient wheat is grown within 20 miles of your mill to keep it going to its full capacity?—Yes.

548. Could your mill absorb all the wheat grown within 20 miles?—At present we absorb all the wheat grown suitable for milling. A little chickwheat may be sent to Sydney.

549. *Mr. Mahony.*] It has been stated that wheat produced in the Inverell police patrol district amounts to 459,000 bushels?—Yes, within a radius of 20 miles of Inverell for the record season, 1920-21.

550. What freight do you pay per ton on flour?—19s. 1d.

Francis Alexander Lewin, fruit and produce merchant, Inverell, sworn, and examined:—

551. *Mr. Drummond.*] Have you a statement prepared?—Yes, it reads as follows:—I am a member of the Inverell Railway League, and at present am in business as a fruit and produce merchant. I have had considerable experience in the growing and marketing of fruit. I claim that Inverell district is very suitable for fruit-growing. There is an immense area of good land suitable for the further extension of this industry, provided the proper railway facilities are available. The climate is also very suitable, and we claim this to be the only district in the State where cherries and oranges grow side by side. Most of the fruit grown locally is marketed here and the towns of the north-western system. No good results have obtained by sending stone fruits or grapes to Sydney on account of the long journey, part of which is over the plains during the hottest periods of the year. Very few apples and pears are grown in the district, but they do well on the tablelands. Freight on fruit from the tablelands amounts to as much as getting fruit direct from Sydney. This district could send grapes and oranges to the tableland towns, and if the line were extended to the Northern Rivers grapes and stone fruits could be marketed, and an interchange of bananas and pineapples grown there could be made. In getting pineapples direct from Queensland it has often happened that freight exceeds cost of fruit. I think whatever point tapped on the Northern system would benefit the fruit-growing industry, as it would give us our choice of north or south. As far as the coastal connection is concerned, I favour serving the greatest centres of population.

CLASSIFICATION of fruits and areas required of suitable land in the district to enable a decent living to be made.

Varieties.	Acreage.	Gross Returns.
Navel oranges.....	10 acres	£600
Valencia oranges .....	10 "	"
Mixed citrus and cherries..	12 "	"
"    "    grapes .....	12 "	"
"    "    fruits .....	20 "	"
Table grapes .....	10 "	"
Cherries .....	10 "	"
Mixed citrus .....	10 "	"



*Witnesses*—F. A. Lewin, T. J. Bowling, and R. J. Doolin, 25 May 1923.

These figures represent trees in full bearing. I recommend 20 acres for cultivation and for crops, and 20 to 30 acres grass paddock to enable two horses and one cow to be run. These figures tend to show what a large population the fruit-growing industry will support on a small acreage, and I believe that with railway communication a big impetus will be given the industry.

552. What has been your experience of this district?—The place I was on was held by one family for thirty-five years, during which time we successfully carried on fruit-growing. I have never been off the place prior to 1917.

553. Does the fruit land extend right to Guyra?—No, not quite. Good fruit is grown between the half-way house and Glen Innes. The land between Inverell and Guyra is suitable for apples, pears, and grapes.

554. What is the reason for the non-success of the soldiers' settlement at Clinton?—There are a good many reasons. Incompetence is one. Men were put on the land who did not understand the work.

555. Could a man expert at orcharding make a good living at that in this district?—Yes, I am sure of it. The trouble is that gluts occur in stone fruit and grapes. You have only from one to three months in which to harvest your crop. The local market cannot absorb the stuff, and a big wastage takes place. With the railway the surplus could be marketed. We have a large area of land suitable for stone fruit and grapes.

556. Are tropical fruits from the North Coast brought here?—Bananas and pineapples are brought to Tenterfield by motor lorries and come round by Werris Creek. It is cheaper to get bananas and pineapples direct from Sydney.

557. What connection would be most suitable for this district?—Either would be beneficial.

558. *Mr. Cameron.*] How long would it take an orchard in this district to become a paying concern?—Stone fruit or vineyard, about three years. Oranges take longer, but you could grow crops in between your orange trees.

559. What does clearing cost in this district?—From 5s. to £3 10s. per acre, according to the class of country.

Thomas John Bowling, grazier, Arrawatta, near Inverell, sworn, and examined:—

560. *Mr. Cameron.*] What has been your experience in this district?—I have had twenty years' experience of lucerne growing, and am satisfied that this district yields as good lucerne as any other part of the State. I have 900 acres under lucerne, but marketing is the great difficulty. I am 10 miles from the railway.

561. What is the cost of marketing?—Fifteen shillings to the truck. I sell my lucerne as chaff.

562. Where is your best market?—Inverell is the only market I have. It is impossible to send to Sydney at a profit.

563. Is there any more land in your district that will grow lucerne?—Thousands of acres.

564. Which would be more profitable—growing lucerne for hay or using it on the hoof?—It is more profitable to use it on the hoof at present, but it should not be so if we had facilities for marketing it. If the railway were constructed our distance to the coast would be reduced by 300 miles.

565. For Hunter River grown lucerne there is water carriage to the North Coast?—Yes, we could compete with that, because land is so much cheaper here than it is on the Hunter. During the last three years a tremendous quantity of lucerne has been consumed on the North Coast which, with the railway, could have been delivered there profitably.

566. I suppose a connection with the Main Northern line would give you access to the New England market?—Yes, and to the Brisbane market.

567. Would the country from Inverell out towards Texas produce much lucerne?—Yes, thousands of acres. Within a few miles of Inverell there are 60,000 acres suitable for lucerne growing. At present all we can do is to feed our lucerne to our stock. It does not pay to send it to market.

568. Do you mean that lucerne will grow on this land without much rain?—It will grow to a certain extent on the flats without rain, but as a rule it is necessary to have rain.

569. In drought it does not grow?—It will grow to a certain extent in drought time, but you would not get a profitable cut.

570. Will not standard lucerne land grow lucerne at all times?—I am very doubtful about that. There are many small areas in Australia which will grow lucerne in drought, but I have seen the Nemingha and Hunter River flats in dry times, and I believe lucerne will grow almost as well here in a dry time as it does there. There are little pockets that will grow lucerne in dry times. I have seen the Hunter in dry times when there has been no lucerne cut. For lucerne there must be lime in the soil.

571. Which proposed route do you prefer?—I prefer to leave it to the Committee. Any railway would be better than none. Some years ago I had to send some 400 head of cattle to the coast by way of Maitland and Tenterfield.

572. Was not a considerable area of land in the Arrawatta district subdivided some few years ago and sold as farms?—Yes. On the whole, it was not altogether a success owing to dry seasons, but otherwise it has been alright. People there are making a living, and when the seasons change they will do remarkably well.

573. Would you say that this district is suitable for dairying and agriculture?—I believe there is no better district, in spite of its present climatic condition. The last few years have been unusually bad.

574. Why has farming failed at Arrawatta?—I would not say that it has failed, but the last three or four years have been very strenuous. The seasons have been so bad. We have had 3½ inches of rain since January. I made 300 tons of lucerne hay on 900 acres.

575. What is a reasonable living area in this district with the proposed railway?—Two hundred acres—100 acres of cultivated land and 100 acres of grazing land. That is as much as any family can do unless other labour is employed.

Raymond John Doolin, auctioneer, Inverell, sworn, and examined:—

576. *Mr. Travers.*] I understand you have a statement to read?—Yes, as follows: "There are two proposed lines from Inverell to Glen Innes, a distance of 47 miles; Inverell to Guyra, 57 miles. From the Northern line three proposed routes—from Glen Innes to Grafton, 128 miles; from Glen Innes to Tenterfield by rail, now constructed, and then from Tenterfield to Casino, 85 miles; and from Guyra to Coff's Harbour, via Dorrigo and Gleireagh, 184 miles. For years there was a big difference of opinion in the district as to which way the railway should be built, but several years ago at the most representative railway conference ever held in the north-west, it was unanimously decided to leave the matter of route to the Public Works Committee, and the two rival railway leagues—Inverell-Glen Innes, Inverell-Guyra—were disbanded. Since that date only one railway league has been formed, with a war cry of 'any line better than none.' The same applies to the connection from the tablelands with the coast, provided such connection is not further south than Guyra, to Coff's Harbour. Our railway league has arranged with witnesses to give evidence on the different products as grown in the district, so I intend dealing chiefly with the area as mentioned above, but before passing to that I must express my opinion of the Inverell district regarding its capabilities of settlement and production. Situated, as we are, between the tableland and the plains, we can produce anything that can be grown on the tablelands or the plains. We claim to have the advantages of both without the drawbacks. We miss the heat of the plains and the cold New England winters. The Department of Agriculture states that the Inverell district stands alone, and there is no other district in the State that can be classed with it, owing to



vast expanse of rich soils and the variety of the products grown successfully, such as wheat, maize, oats, barley, soudan grass, lucerne (thousands of tons of which are allowed to go to waste in good seasons owing to the distance from market), potatoes, linseed, cotton, a great variety of fruits, including oranges and cherries (the only district in the State which can produce the two crops to perfection). The district is first class for breeding and fattening sheep and cattle. The dairying industry will be one of the mainstays of the district within a few years. The soils that were analysed by F. B. Guthrie, F.C.S., are proved to be very rich and inexhaustible. Crops have been grown on the same land for over 40 years without manuring or fallowing, and on one farm purchased by a Victorian in this dry season 43 bushels of maize was harvested on land that had been cropped for about 40 years. The climate is recognised as being a very healthy one, and with the railway many of the North Coast people will come and live in this climate. I doubt if there is any district in the State where so many large estates would be cut up for closer settlement once we get an outlet to our natural markets. There is no district where land can be purchased at such low prices, taking into consideration the quality, rainfall, and climate. During the past two years many settlers from all parts of the North Coast and from the South Coast have purchased land in this district, and a number of Victorians have settled here from some of the richest districts in Victoria, such as Horsham, Colac, Cressey, Willaura, Warnambool, Goroke, Gippsland, Naticumuk, Kewell, and Sheep Hills. Many more settlers have visited the district, and should we get a railway to the coast, hundreds of Victorians with capital will come this way. The Inverell district is splendidly situated for the settlement of people from overseas, owing to the mild and healthy climate and the district being so well suited for mixed farming. The Rural Industries Commission some years ago said the Inverell district was the most suitable in the State for mixed farming and for the settlement of English immigrants. It is not in the best interests of the State for three of its best districts, viz., the North Coast, the Tablelands, and the North-west Plains to be isolated from one another as at present. Now dealing with the larger areas, I intend to show from figures taken from the Government Statisticians' returns, the Department of Lands, Railway Commissions, reports and other Government returns. Firstly allow me to say that it is not in the best of the State, for three of the best districts in the State, viz., the North Coast, the Tablelands, and the North West Plains, to be isolated from one another as at the present time. There is a community of interests between these people, and there is no reason why they should not be allowed to trade together. In these centres there are about 295,000 people. The trade that would immediately spring up would be wonderful. About 600,000 bushels of wheat are required on the North Coast; they also require about 250,000 fat sheep per annum on the North Coast. To-day the farmer at, say, Inverell, has to rail his wheat 509 miles to Sydney, where it is ground into flour. Owing to the high freights it cannot be sent from here as flour. Then it has to be sent 400 miles up the coast by boat. The same applies to fat sheep. I have seen fat sheep sold in the sale-yards at Tamworth, then trucked to Sydney and sold, and I have seen the same sheep come off the boat at Grafton. The loss of weight in the sheep is very considerable, to say nothing of cruelty to stock. I submit here the land revenue collections made within the abovementioned areas for the year 1922:—Armidale, £54,001; Bellingen, £26,229; Bingara, £15,357; Casino, £44,895; Glen Innes, £19,384; Grafton, £30,309; Inverell, £43,248; Kempsey, £11,313; Lismore, £21,577; Moree, £71,075; Murwillumbah, £18,989; Narrabri, £70,759; Tamworth, £97,834; Tenterfield, £22,245; Walgett, £27,553; Walcha, £16,364; Wyallda, £30,284; total, £622,426. This area represents seventeen districts out of ninety-two districts in the State, and pays £622,426 revenue out of a total of £2,061,272; equals 30 per cent. Land Board Districts.—Forest reserves (in eastern and central districts):

Armidale, 60,100 acres; Grafton, 246,892 acres; Kempsey, 610,564 acres; Moree, 195,025 acres; Tamworth, 144,702 acres; total, 1,257,283 acres. This shows that the five districts have forest reserves of 1,257,283 acres out of a total of 2,271,205 acres. The other twelve districts only having 1,013,922 acres. Within 45 miles of Glen Innes there are 77,121 acres. The value of same made by departmental officers is £351,085,000. The timber wealth of this area is over three and a half times more than the rest of the State. It is often said that the country set apart for timber reserves is not suitable for settlement, and in part this is true, but the most of the timber reserves within this area is splendid closer settlement country once the timber is cut, and the land is ideal for dairying, fruit-growing, &c. With a view of showing the wealth produced within the districts to be benefited by a railway from Inverell to the coast, and to show this area has been neglected in the past, I submit the following figures:—Railways: 860 miles of disjointed railways out of 5,116 miles built in New South Wales. The cost of 860 miles: Cost, £6,720,148; surplus over working expenses, £189,361; interest on capital invested, £291,964; showing 4½ per cent. as against £4 17s. 7d. per cent. on the whole railway system. The percentage of profit on capital invested in the whole railways has risen as follows:—1888, £2 17s. per cent.; 1907, £4 19s. 2d. per cent.; 1921, £4 0s. 2d. per cent.; 1922, £4 17s. 7d. per cent. (page 13 Com. Report). Return per average mile open after paying working expenses: 1888, £314 per mile; 1907, £645; 1921, £645; 1922, £807. Now I will deal with the wealth loaded and carried over this 860 miles of railway within this area as compared with the whole State. Wool (for the year 1922): 200,343 bales out of 837,617 bales, about 24 per cent. of the total for the State. Sheep: 2,038,735 sheep out of 5,931,239, about 34 per cent. of the total for the State. Cattle: 171,565 cattle out of 588,638, about 29 per cent. of the total for the State. Pigs: 65,663 pigs out of 310,000, about 21 per cent. of the total for the State. Wheat: 1,674,589 bags of wheat out of 13,241,234, about 13 per cent. of the total for the State. Maize (1919): I cannot find any returns for maize carried over the railways, but find this area produces 1,646,000 bushels of maize out of 2,089,921 bushels, about 78 per cent. of the total produced. Now let us deal with the total production of this fertile area, and I venture to say once these three districts are connected by railways the figures will be doubled within a very few years. Sheep, 9,010,000 out of 37,381,874, State total. Wool, 60,743,000 lb. out of 263,585,048 lb., State total. Cattle, 1,433,000 out of 2,835,322, State total. Butter, 44,674,000 lb. out of 66,008,958 lb., State total. Sugar, 10,700 acres, the whole of the sugar. Hardwood, £330,134 out of £849,648, State total. Softwood, £218,998 out of £427,384, State total. Tin, £329,300 out of £416,623, State total. Maize, 1,646,000 bushels out of 2,028,921 bushels, State total. Potatoes, 68,000 acres out of 114,582 acres, State total. Bacon, 6,849,000 lb. out of 16,891,666 lb., State total. Total export value of products produced within the area, £10,240,000. (These figures are taken from the Government Statistician's report.) Railways and Public Works: We find that on railways and public works within this area only £17,500,000 out of £138,000,000 for State. A few reasons for connection with the Northern line and coast: There is a community of interest between these three fine districts, and in the best interests of the State they should be allowed to trade together. The country between Inverell and the coast is capable of carrying a very big population; it has a safe rainfall, and is most suitable for the settlement of people from overseas. In good seasons in the north-west thousands of cattle would be trucked out from the coast to be fattened on the herbage. To-day, owing to the long and rough road journey over the ranges, it takes about six weeks for cattle to get over the trip. In this time they would be half fat if trucked over. In bad seasons most sheep and cattle could be trucked to the tablelands and North Coast for agistment country. With a railway to the coast, the north-west would be the greatest fat-lamb raising district in the Commonwealth, owing to



Witnesses—R. J. Doolin, and A. N. Stirton, 25 May, 1923.

the many thousands of acres suitable for growing lucerne. This district will stand more grazing than most districts. There are thousands of acres of lucerne in this district which were planted up to fifteen years ago, and most of that time it has been grazed. Once the railway is built to the coast the present freezing works will extend or new works will open for the treatment of fat sheep and lambs, and with the short trip, mostly through cool climate, we should be able to export first-class lamb and mutton, which would command top prices on the markets of the world. To-day, owing to long rail journeys, sheep receive such a rough time that the quality of the carcase is affected. With shorter and quicker transit we should be able to compete with other countries, such as New Zealand. The high freights to Sydney are a very heavy tax on the producers. In 1910 the freight per truck was £9 7s. 6d. To-day it is £15 0s. 9d. per truck. By linking up those three fertile districts, which produce such a big proportion of raw materials, manufactures would spring up within the area. Woollen mills will start the same as in Victoria. While recently travelling through Victoria I saw three new woollen mills being erected. Within the three maize-growing districts—Inverell, the tablelands, and North Coast—factories would open up for the manufacture of maize and bye-products. In Victoria ten years ago the Gippsland Maizena Company started with a capital of £23,000, and to-day the capital is £500,000. Boot factories would open. Some years ago there were boot factories in all the northern towns, but to-day only one remains at Glen Innes. High rail freights on the manufactured goods has crushed them out. The North Coast is destined to be the manufacturing centre of the north. It is pleasing to note that both the State and Federal Governments have decided to develop the hydro-electric power. On the Clarence River we have the gorge scheme, capable of generating 100,000 horse power. This line will open up the natural market for the hundreds of thousands of bags of wheat grown in the new wheat belt north of Pallamallawa, through which you gentlemen have recommended the railway to be built from Curamurra to Boggabilla. To say nothing of the market on New England and the coast, there is the Queensland market. That State has only thrice grown enough wheat for her own requirements. To-day Queensland is using chiefly Adelaide flour. One of the big problems which graziers have to face to-day is the saving of sheep in time of drought. By opening up these districts thousands of tons of lucerne, oaten, and wheat hay and maize would be conserved by the farmers, because they would always be sure of a market either in the west, east, or north in Queensland. Owing to the drought in the west to-day, many graziers are drawing their supplies of chaff from Glen Innes and Guyra. Freight charges:—Glen Innes to Moree via Werris Creek, 326 miles (chaff), 16s. 7d. per ton; at the same rate direct Glen Innes to Moree, 131 miles (chaff), 7s. 6d. per ton; Glen Innes to Moree via Werris Creek, 326 miles (potatoes), 27s. 6d. per ton; Glen Innes direct to Moree, 131 miles (potatoes), 11s. 5d. per ton, a saving of 16s. 1d. per ton; Guyra to Moree via Werris Creek, 326 miles (chaff), 15s. 11d. per ton; Guyra direct to Moree, 160 miles (chaff), 9s. 6d. per ton; Guyra to Moree via Werris Creek, 289 miles (potatoes), 26s. 3d. per ton; Guyra direct to Moree, 160 miles (potatoes), 14s. 3d. per ton, a saving of 17s. per ton; Glen Innes to Inverell via Werris Creek, 422 miles (chaff), 22s. 8d. per ton; at the same rate, Glen Innes direct to Inverell, 3s. 3d. per ton, a saving of 19s. 5d. per ton; Glen Innes to Inverell via Werris Creek (potatoes), £1 10s. 8d. per ton; Glen Innes to Inverell direct (potatoes), 3s. 8d. per ton, a saving of £1 6s. 4d. per ton. You will note from these figures that the freight from Glen Innes to Moree on the potatoes is £1 7s. 6d. per ton, and from Glen Innes to Inverell £1 10s. 8d.; so the railways carry these goods 97 miles for 3s. 2d. per ton, to say nothing of having to haul the truck back a few hundred miles, which often happens. I realise that in times of drought the Railway Commissioners

reduce the freights on fodder for starving stock, but I understand this loss is made up to the Railway Department by the Government. With a line to the coast the railway rolling stock used in the north would be able to handle a great deal more produce owing to the shorter haulage. Now comes the question of a port of shipment on the North Coast. To serve these districts such port should not be south of Coff's Harbour. Personally, I am not worrying about a port, for the reason that it will take a few years for all this development to take place and for factories to be started. I feel satisfied that the Government will see that a suitable port is made, because the export business will demand an outlet even if it has to be made on the open ocean front. The same has been done in other parts of the world. In going through the departmental figures, I find that in 1909 the value of butter alone exported from the North Coast exceeded £2,000,000, which is £500,000 more than the total value of coal exported from Newcastle for the same year. I have already shown from the Government Statistician's figures that the export value of the products produced within the area is £10,240,000. Up to the year 1910 £2,315,077 had been spent on making a harbour at Newcastle, and a proposal was before the Government of the day to spend another £1,130,000 in improving the harbour. In view of these facts, and from careful study of experts' sworn evidence, it is only a matter of money to make a good shipping port of Coff's Harbour, the Clarence River, or Byron Bay. I believe the best port will eventually be the great Clarence River. One of the main reasons why these rich districts should be connected is that it will enable the men now on the land to do well, and while people are prospering they are content. By linking the west with the coast there would be sufficient population to run a university, and several good high schools in central positions, whereby the parents would be able to give their children the same chances as the city children. This would tend to keep children in touch with rural conditions and help to prevent drift to the city. Gragin estate, comprising 38,000 acres, 5 miles from Delungra, could be sold if it had railway facilities. Both the price and soil are right. Yamla, about 8,000 acres, Gunee, about 7,000 acres, and the Myall Creek Homestead block, about 10,000, would probably be subdivided as the result of the railway."

577. You refer in your statement to land purchased in the district; where was that?—Chiefly in the Inverell district and some further west.

578. Have you any choice of the two proposals before the Committee?—No, either line would suit us. From a closer settlement point of view, I consider the Inverell-Glen Innes line superior. The land along the route of the Inverell-Guyra proposal is capable of a large production, chiefly fruit, but it would be some years before we could absorb that produce. For dairying there is hardly a limit in this district.

579. Do you base your opinion of a line from Glen Innes to Inverell on an ultimate connection with the coast?—I favour a connection with between Tenterfield and Casino, or we would be satisfied with the Guyra connection. There is better land for settlement between Guyra and Coff's Harbour.

580. If you had a connection between Guyra and Coff's Harbour, would you favour a connection between Inverell and Guyra?—Yes.

581. Is Coff's Harbour, in your opinion, the natural port of the North Coast?—I do not know that it is the best port. I favour the Clarence River as a North Coast overseas port.

Alexander Nivson Stirton, grazier, Auburnvale, near Inverell, sworn, and examined:—

582. *Mr. Burke.* Will you read your statement?—Yes, it is as follows:—This district is eminently suitable for lucerne-growing, even the hills often carry good crops. At present lucerne cultivation for the market is out of the question, but much would be grown if there were a market



at no great distance. If a railway to the coast were built, I would put 1,500 acres under lucerne, and go in for fat-lamb rearing. At present it costs 4s. per head to send fat lambs to Sydney, and there is great wastage in weight. I have tried it, and found it too unprofitable to continue. From experience of several visits all over New Zealand I know this district is as suitable as that country for fat-lamb rearing, and it would be a most profitable industry, especially with freezing works on the coast. In addition to lucerne we can grow rape and other fattening produce. I have often had three cuts of lucerne a year, averaging, with the high lands, 15 cwt. to a ton per cut per acre. This without special cultivation such as would be given if we had the market. As to wheat-growing, we have had some unfavourable experiences in recent years owing to unusual seasons, but in the past I have averaged 23 bushels from 1,000 and one occasion I had 1,800 acres of prime wheat. This land is so rich that little care has been taken in cultivation. If we practised fallowing as in Victoria and other places the average would be raised to 30 bushels. I have taken off eight bags, or 24 bushels after the crop was knocked down. With fallowing, which prevents undergrowth, excellent results would be obtained. At present we practically do not grow chaff for sale owing to absence of markets. The little put on the market is rough and dirty stuff, cut for fire breakage, or because the wheat crop is too dirty. When we had a small local market a great deal of chaff was produced for sale. To my mind growing hay would be more profitable than growing wheat with proper markets. Owing to the present drought conditions, I would send all my big stock, and even sheep, to the coast, with rail facilities. At Balarang, near Moree, we are feeding on corn, and have on four separate occasions fed 17,000 sheep for four or five months at great cost. Sheep would do alright on the coast in dry seasons. Cattle we have to put on pear country. With rail connection we could send our sheep to Glen Innes, which district is often at its best when there is drought in the west. We have sent our breeders to Glen Innes, round by Werris Creek, at enormous cost. Apart from the benefit a railway would be in stimulating local production it would afford relief regarding our purchases. At present everything we get is costly. We are looking forward to electrical developments on the Clarence. When that takes place this should become one of the wealthiest districts in New South Wales.

583. *Mr. Mahony.*] What areas do you hold?—I have 5,000 acres at Auburn Vale, and my brother and I have 34,000 acres at Balarang, and 30,000 acres near Warialda.

584. What are you using Auburnvale for?—Wheat and sheep. I used to breed cross-breeds for fat lambs. I have about 1,000 acres under wheat. Oregon, near Warialda, is used for grazing. At Balarang we go in for grazing and breeding merino sheep.

585. What is the carrying capacity of Oregon?—20,000 sheep, and Balarang 25,000 sheep. Auburn Vale is a little better than a sheep to the acre.

586. *Mr. Doe.*] Would you be willing to subdivide Auburn Vale if the railway were constructed?—Yes; and also Oregon and Balarang. There is some wheat land on Oregon, but at present we can do nothing with it.

587. What proportion of Auburn Vale is arable land?—About 3,000 acres. Oregon is 8 miles from the existing railway, and Balarang is on the railway.

Walter Wilson, public accountant, Inverell, sworn, and examined:—

588. *Mr. Mahony.*] What are your views on the proposed railway?—We are working for the construction of the railway for the development of Inverell. The proposed railway seems, from the official evidence, to be clouded by the estimated revenue. I believe the railway would pay and that the revenue would be greater than that estimated. It

is a question of opening up our rich land which is an imperial necessity. World matters are exceedingly serious, and I have no desire to see my children become subjects of an alien race. We claim that the land in this district is some of the richest in the State, and possibly in Australia, and that it should be developed altogether apart from the consideration of revenue derived from the line. According to the last census, we have lost 2,184 people from the district in ten years. That is not the only loss. Taking the excess of births over deaths in the Inverell district, including Inverell Municipality and MacIntyre, Bannockburn, and Ashford Shires, the figures are 267 births over deaths a year. That is rather remarkable, because the average excess of births over deaths in New South Wales is 60½ per cent. The average birth-rate is 26 per 1,000, and the average death-rate 9½ per 1,000. Taking the average mean population of this district for three years I find that we shall have about 197 excess of births over deaths. In this district we have 267, a matter of seven more than the average, which shows that this district is a very healthy one. We are losing 485 people per year in the district. Taking the country from the Queensland border to about Grafton, but not including Grafton, there has been an increase of 14,400 people. From Grafton south to the Macleay the increase was 4,500, so that there has been an increase in ten years in the northern rivers district of 18,900. It is the large population on the North Coast that we want to reach with our produce, and we want to be able to get it to them direct instead of having to send it around by Sydney. There has been considerable railway development in the southern area of the State, where I find there has been an increase of 9,600 people in the last ten years. That shows the effect of railway development. Coming to the Main Northern line, which is not supplied with branch line to the extent that the Southern line is, there has been an increase in population of only 334, so that we can assume that progress on the Northern line is at a standstill. In the western district there has been an increase in population. Here we are not only at a standstill, but west of the Main Northern line we have gone back in population. From 150 to 200 people travel between Inverell and Glen Innes a week. Under present conditions it is practically impossible, owing to the cost, for a man to take his family on a holiday to the coast. With the railway there would be considerable tourist traffic from this district, the highland country, and the coast and *vice versa*. If better facilities for marketing are not provided this district must revert to a sheep run. The rich lands are round Inverell, and to the south of Inverell there is a large mining district. The granite country is eminently suitable for vegetable and fruit growing. The good land around Inverell extends half-way between Delungra and Warialda, north to Nullamanna, and north-west to the Queensland border.

589. *Mr. Mahony.*] Is not the land you speak of within the influence of the Moree-Inverell line?—Yes, a great deal of it.

590. Cannot the people of those districts send their produce to market, via the Moree-Inverell line to Newcastle or Sydney?—Yes, if freights were low enough, but the fact that it is not done is evidence that something is wrong. To show the effect of a local market in 1913, when the Howell mine was working, Inverell seemed to flourish. An immense supply of locally-grown produce was consumed. The closing down of the mine made a great difference to this town.

591. Did not the railway from Inverell to Moree help to develop the country between those two points?—Yes, it led to the subdivision of large areas, including Byron, Bannockburn, and Gune, and it was thought that this district was going to boom.

592. Did not the line from Moree to Inverell help to settle people on the land?—I question whether it had any material effect. We want a further connection with the main line and the coast. Then there will undoubtedly be development. The Clarence River could be opened up.



*Witnesses*—W. Wilson and A. F. Avern, 25 May, 1923.

There is the probability of the construction of hydro-electric works in that district and the establishment of great industries there. It is those industries that we should like to be in touch with.

593. Which connection with the tablelands do you favour?—I think Glen Innes.

594. Where would you link up the railway with the North Coast?—At some point on the Main Northern line. I believe a practicable route has been found south of Glen Innes to connect with Grafton along which there are no serious engineering difficulties.

595. Do you refer to the Guyra-Dorrigo proposal?—No, to a line somewhere about Glencoe to Grafton. If the line were electrified the grades would not present the same difficulty as they do with steam traction. If we spend £1,000,000 on a railway, and as a nation get £500,000 worth of wealth out of the land per annum, it is good business, but our authorities do not seem to view it in that light. I believe the Guyra connection is a most desirable one, but to serve our particular interests I favour the other route.

596. *Chairman.*] I would draw your attention to the report of Mr. T. R. Johnson, formerly Chief Railway Commissioner, in connection with the proposed railway from Guyra to Inverell in 1914, as follows:—

In regard to the objective point, Inverell, it has to be borne in mind that it has already railway communication *via* Moree. The merits of the route were very exhaustively considered originally, when it was agreed that the western connection offered the greater advantage, and was consequently adopted. The country between Glen Innes and Inverell is admittedly good, but under present circumstances there is no prospect of an extension proving remunerative, and the line is not absolutely an essential requisite, Inverell's claims in regard to railway communication having already been met.

Do you agree with the statement that Inverell's claims to railway communication are already met?—No.

597. Do you not consider that the linking-up of Moree with Inverell has been an advantage to this district?—It is an advantage, but it does not meet our requirements. We have to transport our produce over the hot plains. That is a very serious thing. I do not agree with that statement of the Railway Commissioner's.

598. *Mr. Burke.*] I gather you are of opinion that the matter of revenue should not be taken into consideration?—It should not be the prime factor in the development of this country.

599. How would you suggest that the line be made to pay; are you in favour of a betterment tax?—Revenue must be derived from the people, but as to how it should be derived, to cover the cost of developmental railways, I would not like to say. Wealth is derived from the opening up of land.

600. I understood you to say that the line from Moree to Inverell has not proved a great boon in opening up land. The land along the route is still largely pastoral?—Half-way between Delungra and Wyallda you get into pastoral country, but to the north of that line you enter some of the finest wheat country.

601. Is the land you have in mind suitable for agriculture?—Part of it. About Pallamallawa and north it is.

602. Did I understand you to say that the births over deaths here is not satisfactory?—It is much above the average for the State, still we are losing population. It has decreased, which, to my mind, is due to lack of markets.

603. Would you call this district a poor one?—No, it is an exceedingly wealthy district and stands unique as regards agricultural productivity. I believe there is no other district in the State to equal it, but its potentialities cannot be developed until we have an outlet.

604. What would be the chief produce of the Inverell district if the railway were built?—Maize, wheat, lucerne, and sheep. The possibilities of the district are enormous.

605. Would it be difficult to find a poor man in this district?—Just now you could find a number, both in town and on the land. Many men are in grave difficulty here, notwithstanding that we have such a magnificent district.

606. To what do you ascribe that?—We have passed through a rather strenuous time during the last few years, and we have not had marketing facilities.

607. *Mr. Doe.*] Was there a large mining population in this district?—Yes. Tin. Our municipality has lost population. The MacIntyre, Bannockburn, and Ashford shires have also lost population.

608. Has the decrease been due to some extent to the decline in the metalliferous industry?—Yes, to some extent.

609. How do you account for the loss in population along the Main Northern line, where the people have railway facilities?—I believe it is because that railway is not fed by branch or lateral lines.

610. *Mr. Drummond.*] You contend that it is an economic waste to draw produce from this district to the North Coast via Sydney?—Yes, to carry produce many hundreds of miles when there is a market within 200 miles of Inverell.

611. Is that a big factor in causing the stagnation of the district to which you have referred?—I am afraid it is. A direct line to the North Coast would make all the difference.

612. *Mr. Travers.*] Do you consider that a railway from Inverell to some point on the Great Northern line—Guyra or Glen Innes—is justified on its own, apart from a subsequent connection with the coast?—Yes, on the grounds of development, of which there would be a great deal here and along the line. Our object is to reach our natural markets.

613. Do you consider a railway from Inverell to Glen Innes or Guyra as complementary to an extension to the coast?—Yes, one is dependent upon the other.

Alec Frederick Avern, solicitor, Inverell, sworn, and examined:—

614. *Mr. Cameron.*] I understand you have prepared a statement of your views on the proposed railway?—Yes, it reads as follows:—I have been in business in Inverell as a solicitor for twenty years. I wish to deal with the value to Inverell of railway connection, first with the tablelands, and secondly with the coast, from the social point of view as a remedy for the "drift to the city," which is now engaging serious attention, and a remedy for the present stagnation of the population and enterprises of the district. During my residence here I have been actively connected with the local bodies and institutions which exist for the purpose of providing recreation and entertainment for the residents of the town and district, and which endeavour to combat the lure of the capital city. I hold the position of President of the local Pastoral and Agricultural Association, Treasurer of the local Race Club, and other positions, and I can state that owing to lack of railway connection we find ourselves handicapped in a very marked way, and intercourse is prevented between the residents of this district and the tableland districts. At present we exist as widely separated communities. By completing the rail circuit of the north all our institutions would be closer in touch. The pastoral and agricultural shows, race meetings, and other gatherings would benefit greatly by the increased ease with which competitors, animals, exhibits, and spectators could journey. The present gap means that districts can now give meagre support and patronage to one another, and we cannot create flourishing institutions in which we could take a pride. Rail connection with the coast must be regarded as of the highest importance in bettering the lot of inland residents, and making them more content. It is tantalising to us to realise that the sea with all its benefits and enjoyments is less than 200 miles away, but that it is debarred to us unless we travel 400 or 500 miles at great expense. First-class return rail fare to Sydney from Inverell is alone over £10, and second-class fare about £6. So it will be recognised what it costs to move a family. A railway to the coast would bring these advantages to the inland people at considerably less ex-



Witnesses—A. F. Avern, W. Fraser, G. W. B. Ring, and J. T. Dale, 25 May, 1923.

pense of both time and money, and enable short holidays to be taken. The impossibility of indulging in a short change is felt keenly as a draw-back in our life in Inverell. At present if families wish to visit the sea, the difficulties existing render it easier to go to Newcastle or Sydney than to any other point. It may be said that good public services exist between Glen Innes, Inverell, Grafton, and Yamba, but by utilising these services would, for the return journey, mean an expenditure of about £6 in fares, and about ninety-six hours travelling, with four nights spent in hotels *en route*. It is not extraordinary for consideration to be given to these points when it is remembered how seriously the population of the inland districts will be affected unless the drift to the city is checked. Thought in this direction is advancing rapidly, and in Queensland the question of cheap or free rail traffic to enable country families to visit the seaside has found a place on the platform of the party recently returned to power there.

William Fraser, farmer and grazier, Delungra, sworn, and examined:—

615. *Mr. Travers.*] Have you a statement to read?—Yes, as follows:—I know the country east of Inverell from practical experience. I consider it the finest tract of country in the Commonwealth for closer settlement. It is lying dormant, and comparatively in the same position as Delungra stood before it was served by railway, where one could count the population on the fingers, and where a few bullock teams could cart away the whole of the produce grown in twelve months. I have seen in average seasons from 50 to 100 tons of produce per month railed away. There is a public school with 140 children on the roll, all of whom come from a 3 miles radius. This shows what settlement follows a railway through good country. I believe that a line east from Inverell should strike the main Northern railway as nearly as possible at right angles. By doing so it will give the producers on this western slope the option without extra railage of marketing produce in north, south, or direct east to the coast, the latter being the natural outlet for our wheat, hay, chaff, fat sheep, and lambs, and it would bring about an exchange of commercial commodities between two great producing centres.

616. What area do you hold?—400 acres.

617. Do you favour a line from Inverell to Glen Innes?—Yes, it would pass through good mixed farming country.

618. What would be a fair living area within 12 miles of the line?—About 700 acres for mixed farming.

619. *Mr. Drummond.*] Do you consider that a railway from Inverell to Guyra would largely benefit this district?—I do not think it would, because our produce would have to travel two sides of a triangle to get to the best market, which is directly east.

620. What coastal connection have you in mind?—Tenterfield to Casino.

621. Would the Guyra-Dorrigo connection give this district an outlet for its produce?—No; I favour that from Tenterfield to Casino.

George Washington Beecham Ring, auctioneer, Inverell, sworn, and examined:—

622. *Mr. Burke.*] Will you give the Committee your views on the proposed railway?—I have lived here since 1902, and have been a station manager, bank manager, station owner, and Mayor of the town. I know of no district which lends itself more to mixed farming than Inverell. We have had a bad time lately, but the position of the people here is no worse than it is in other districts. The climate of Inverell is the most perfect I have experienced, and with cheap railway facilities the lot of the people here would be much easier. It would make them happier. They would get the most out of the ground, which is as good here as it is in any place I know. Twenty-five miles from Inverell graziers are get-

ting as much for their wool as other graziers in any part of the State, and the crops are equal to any. From a business standpoint we are out in the wilderness.

623. Do you consider that a railway from Inverell to Guyra is a better proposition than one from Inverell to Glen Innes?—As a wool-growing proposition I do not know that a line from Inverell to Guyra would not be better.

624. Which line do you consider would be of greatest benefit to the district?—The Glen Innes connection would do me a lot of good, but I believe the Guyra connection is the best for the district. If a coastal connection is not made I would favour the Inverell-Glen Innes line.

625. Is the Guyra-Dorrigo route the most suitable for a coastal connection?—When I went over the route fifteen or sixteen years ago it struck me as being very good country, and there used to be some very fine timber through there. If we cannot get a connection with the coast we want a connection with the main Northern line.

626. *Mr. Drummond.*] Do you consider it would be a business proposition to build the railway to the coast?—Yes, I think so. If the Dorrigo line will not pay our line will pay. You have to look ahead, and be prepared to write off your losses on the railway for a certain time for the good of the whole community.

627. That is to say you regard the proposal not from the standpoint of £ s. d. but from the viewpoint of the welfare of the State?—Absolutely.

628. The Railway Commissioners estimate that the revenue from a line from Guyra to Dorrigo will not exceed £13,000 per annum, or £250 per week?—That may be a reasonable estimate on present population, but I anticipate that the population would be largely increased, and therefore trade would be increased. I believe it is a justifiable proposition.

John Trappit Dale, Secretary of the Inverell Chamber of Commerce, and of the Inverell Railway League, sworn, and examined:—

629. *Mr. Drummond.*] You have a statement to read regarding the proposed railway?—Yes, it is as follows:—I desire to allude to the advantage to be derived by rail connection with the coastal areas from a social point of view. During recent years the fame of Inverell as a dairy-farming centre has spread rapidly, and has attracted the notice of North Coast men, so that we now number many of them amongst our leading dairy-farmers. Having relatives or friends in those districts has naturally lead to an intermigration movement, but this is as yet restricted because of the excessive cost and waste of time in making the journey from Inverell to the coast. To reach Ballina from Inverell by the public services occupies not less than twenty-nine hours, although the distance is only 223 miles, and the cost of the trip is over £4. This is about the cost of the journey from Glen Innes to Sydney; if connected by rail the journey would probably occupy not more than ten hours, and the cost would perhaps be less than half what it now is. This would lead to a much greater traffic between the two centres, and tend to further development of both. As surfing has become a national pastime, and has promoted the development and health of all who have the opportunity of indulging in it, we claim that for the health and enjoyment of our people we should be given facilities which those residents in the central and southern areas possess. At present our nearest surf by rail is Newcastle. The long and expensive journey in getting there is a barrier to all but those who have the leisure and the capital to undertake it. Many of our poorer residents' health would be improved by a course of surfing, and they would gladly avail themselves of the opportunity if easy access to the coast were provided. In like manner there are dwellers on the coast who through moist and humid climate have developed throat and chest troubles. There are families living on the Richmond who have been troubled with asthma, and who have obtained almost instant relief by residing in the drier atmosphere of Inverell. These sufferers are



*Witnesses—J. T. Dale, 25 May, and F. S. Mackenzie, 7 July, 1923.*

entitled to receive at the hands of the Government the cheapest and most rapid means of rebuilding their broken health. This can only be supplied by rail communication. Since the war the holding of musical festivals is increasing. Lismore and Maclean have their annual function, and we in Inverell have held two, and are now about to arrange for a third; Armidale is also preparing for musical competitions this year. Much as we should like our Choral Society to compete at the coastal festivals we cannot, because of the excessive cost entailed. To take a full choral party even to Armidale is a heavy undertaking. Rail connection would solve the problem, and the social enjoyment of our people would be enhanced. Then the holiday-maker would be induced to spend his leisure at some of the magnificent resorts on the eastern slopes, but to whom, under present conditions, those beauty spots are a sealed book. He knows nothing of the waterfalls, nor the views to be seen in those areas, equal to anything at Katoomba, Blackheath, and other Blue Mountain resorts. We claim that the tourist has the right to be provided with the means of reaching these places cheaply. Is it fair that others should be given them while the north, which contributes so largely to the State revenue, is denied them? In this district there are large deposits of bauxite, from which aluminium is obtained. It is said that there are millions and millions of tons of this ore. The only manner of treating this ore is by cheap electric power. If the movement to provide hydro-electric power in the north is successful, it is more than probable that an important British company will exploit these deposits, but pending the installation of hydro-electricity this ore, if rail to the coast were provided, could be sent to the nearest shipping centre, and conveyed to Port Kembla for treatment. Under existing conditions it would not pay to rail it to the electrolytic works at Kembla, and consequently this potential wealth has to lie dormant owing to the neglect of past Governments. At Ashford there is a deposit of coal which Professor Pittman has described as being probably a continuation of the Greta seam. Its steaming qualities are equal to Greta coal. If this mine were connected with the main Northern line, the whole of the northern rail system could be supplied with Ashford coal instead of it having to be conveyed at heavy expense from the southern fields. The Railway Commissioners complain of the almost prohibitive cost of hauling heavy traffic over the Moonbi Range and Ben Lomond. At Ashford they have the opportunity of get-

ting their full requirements transported over a comparatively easy grade to any point desired. At Ashford also there is an unlimited supply of the purest limestone in the Commonwealth, and mountains of ironstone exist within easy distance. All the elements are there for the establishment of iron and steel works. The development of these resources would be possible by increased railway facilities. If only pig-iron were manufactured and shipped to Newcastle for further treatment a new source of national wealth would be unearthed. The nearest cement works to the north are Kandos and Portland, nearly 700 miles distant. At Ashford there are the minerals for the manufacture of cement, and the requirements of all northern and coastal towns could be supplied. In 1921 trial plots of linseed for flax manufacture were successfully made, about 23 acres being sown. Last year between 600 and 700 acres were planted, but owing to the absence of other green feed, occasioned by the drought, caterpillars attacked the flax, and no crop resulted. It has been demonstrated that flax does well here, and it is likely in future to be one of the leading industries of the district. Had the crop this year been successful a mill for retting the fibre would have been erected; but the means of transport would have been a severe handicap, because, there being no flax mills in New South Wales, the rough fibre would need to be sent to Melbourne for treatment. If connection with a coastal port were made, the product would be despatched from there, and transhipped at Sydney. The present motor service between Glen Innes and Inverell carries approximately 150 passengers per week, and there are numbers who travel by private car. Were the railway extended to the coast it stands to reason that the inter-district traffic would increase enormously, and would form a valuable source of revenue.

630. Do you prefer any particular route for a connection with the main northern railway?—It depends upon the connection to be made between the main Northern line and the coast. If it is to be from Tenterfield to Casino then the Glen Innes connection is the only one, but if a connection is to be made between Dorrig and Guyra, then the Guyra-Inverell proposal is the better route. Our objective is the North Coast.

631. Are you of opinion that which ever connection is made a connection should be made with the coast?—Yes.

632. Do you believe that if the proposed railway is built increased population and prosperity in this district will result?—Yes.

SATURDAY, 7 JULY, 1923.

[The Committee met in the Court House, Glen Innes.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Glen Innes to Inverell.

Frank Stafford Mackenzie, managing director, M. C. Mackenzie and Sons, Limited, and director of the Sunlight Flour Milling Company, Glen Innes, sworn, and examined:—

633. *Chairman.*] The Committee is prepared to hear your statement with regard to this proposal?—I think that the proposed railway, if constructed, would be of a great advantage for getting wheat from the districts west of Glen Innes. As a matter of fact, wheat could be grown in practically unlimited quantities within 20 miles of Glen Innes on the Inverell side. If the proposed line were built, that wheat would be carried 20 miles instead of 200 or 250 miles as at the present time. The country is there to grow wheat. We get wheat from there now, and it is carried

by teams. The cost of purchasing would be cheapened if that wheat were brought within 20 or 25 miles of us by rail instead of from 200 to 250 miles as at present.

634. What does it cost to get wheat carried from there now?—From Swan Vale, the district I am speaking about, the cost is nearly 6d. per bushel by team.

635. Are you able to get all the supplies that the Sunlight Flour Milling Company requires from the west?—No, the cost is too high.

636. Where do you mainly draw your supplies from?—From Werris Creek and Manilla.

637. Have you any details as to the cost to the company of getting wheat from those centres?—The cost of purchasing in those districts is from 1d. to 1½d. per bushel,



because you have to pay stacking and handling charges, and then there is freight, which amounts to about 5d. per bushel.

638. So really there is not much difference in the cost whether you obtain the wheat from Tamworth or Manilla or from Swan Vale?—Practically not, when you add on those charges.

639. If the proposed railway were built would you derive any advantage as regards continuity of supply inasmuch as the line would give you direct connection with the west?—Yes.

640. Would its construction stimulate wheat-growing in the Swan Vale district and in the country immediately adjacent to Glen Innes?—Undoubtedly. If the railway per mile was the same the cost of freightage would be approximately one-fourth of what it is now. Then there is the exchange of our grown products with the west and north-west—maize, potatoes, hay, and oats. This leads me to the point that the line would not have the value it should have unless it were connected with the coast.

641. What connection with the coast do you think would be best in the interests of the country generally?—I would like to see at least two or more connections with the coast, but, as that would be impossible at the present moment, I say that the first line to the coast to be built should be that from Tenterfield to Casino, if we cannot get one from Glen Innes to Grafton. A railway from Tenterfield to Casino would tap the whole of southern Queensland and the North Coast where wheat is not grown. The North Coast would take the whole of the wheat produced from Bingara to the border. If that wheat could only be got to the northern districts there would be greater possibilities for the wheat-growers and the millers, as well as for our own products here which comprise potatoes, hay, and oats. I think that the proposed railway from Glen Innes to Inverell is essential, but there must be some connection with the coast.

642. What products do the New England Tableland and the districts further west get from the coast?—Bacon and cheese. I do not see why we should not get the whole of our traffic from Sydney to one of the coastal ports, either Byron Bay or Grafton—Grafton for preference, so far as we are concerned. The cost of living in the country must be reduced, and one of the main factors in bringing about that reduction is lower freights. The rail freight from Sydney to Glen Innes is £9 5s. a ton, which is equal to 6d. on a bottle of vinegar, 3d. on a 2-lb. tin of jam, 2½d. on a tin of salmon, and so on. As against that the sea freight to Grafton is approximately 30s. a ton dead weight.

643. If goods were brought from Grafton to Glen Innes by Casino, by how much would the cost of living be decreased?—The cost of living should be cut down less than one-half immediately. I do not think that the country districts will improve to any great extent unless the cost of living is reduced.

644. *Mr. Cameron.* The goods would still have to be brought to Grafton by water?—Yes. I think the water freight from Sydney to Grafton—30s. a ton—is too high. Goods are carried from Sydney to Newcastle for 7s. 6d. a ton dead weight now, and the difference in distance from Newcastle to Grafton should not add 22s. 6d. to the cost.

645. *Chairman.* You are taking 30s. a ton as a basis for argument?—Yes. There are very many things which are carried for very much less, and there are bulk articles which make the freight very high. I am taking 30s. a ton as an average.

646. *Mr. Cameron.* But a freight of 30s. a ton lands you at Grafton only?—Yes, but there wharfage and other charges are very much less than they are in Sydney, owing to there being less congestion. The point is that you knock 300 miles off the cost of railage. That to me is the kernel of the whole question, and I say that if the proposed railway from Glen Innes to Inverell is built it should be continued to the coast. A line from Tenterfield to Casino would serve more people. There would be a bigger volume of trade to operate on, and we would have the southern

Queensland market for wheat, chaff, oats, potatoes, and so on. We sell chaff and flour to Queensland. If we could get wheat from Inverell by rail our trade possibilities with Queensland would be very much greater, because we could save 2d. or 3d. a bushel, which would mean a decent reduction per ton of flour. If we had a railway to the coast the possibilities would be much greater still, because they cannot grow wheat on the coast, and they get all their supplies from the Riverina at the present time.

647. *Chairman.* To take a small view of the question, and to consider the immediate development of this district only, would a railway from Glen Innes to Inverell be of more immediate benefit than the larger and more expensive connection with the coast?—It certainly would be an advantage, but I do not think that we would get the full advantage until there was a connection with the coast. As a matter of fact, I think it is useless unless you make up your minds to build a connection with the coast. A connection with the coast is a question of such paramount importance that the linking up of Glen Innes and Inverell does not need any argument.

648. But there seems to be some argument as to the alternative route *via* Guyra?—One connection or the other is absolutely necessary, but I say that the line from Glen Innes to Inverell would be the better one, because it would make the possibilities of the wheat trade with southern Queensland and Northern Rivers much greater, and it would, therefore, benefit the wheat-growers more than would a line from Guyra to Inverell. We do not sell flour below Ben Lomond. We do not want the Inverell growers to come into competition with the Tamworth growers. We want the Inverell growers to get a new market altogether, and that market is the Northern Rivers of New South Wales and southern Queensland.

649. *Mr. Cameron.* You get a good deal of wheat from the Manilla district?—Yes.

650. Reviewing the last five years, would you say that the wheat-growing industry was increasing in that district?—The seasons have not been as good as they were ten years ago, but I think that wheat-growing is on the increase. To-day scientific farming is the order, and the old haphazard way of growing wheat has gone.

651. All the same, you would not be prepared to say that there was a larger area under wheat in the Manilla and Barraba districts to-day than there was ten years ago?—No; the area is not larger, but practically all the land that can be cultivated is under cultivation. The tendency is to go in for smaller areas and more scientific farming. Personally, I would rather see the wheat coming from Manilla, but if we could get our wheat direct from Inverell it would be only common sense for us to do so.

652. Would rail connection with the coast revive the wheat-growing industry in the Manilla district?—I do not think so. I do not think that Manilla would benefit very much, but it might if Barraba were linked up with Inverell.

653. Your real opening into the wheat belt is through Inverell?—Yes, from Waterloo Station in towards Inverell, and in the Inverell district itself.

654. Are you aware that this Committee has recommended the construction of a railway from Cumurra to Boggabilla?—No.

655. It is expected that that line when constructed will open up an enormous area of wheat country?—If Inverell were connected with Glen Innes the Boggabilla growers would have bigger advantages so far as the North Coast trade was concerned.

656. Would that trade come this way?—Yes. All that trade would go to southern Queensland and the Northern Rivers. With an increasing population the Northern Rivers could absorb all the wheat that could be grown from Bingara to the Queensland border.

657. You think that there should be more than one connection with the tableland?—Yes.

658. When the North Coast railway is completed it will be a distributing factor right along the seaboard. Will not that do away with the necessity for several connections



Witness—F. S. Mackenzie, 7 July, 1923.

from the tableland to the coast?—I do not think so. What I want to know is why the producer in Glen Innes should be compelled to convey his requirements 450 miles from the seaboard when he is within 100 miles of the coast.

659. If a man at Glen Innes wanted to go to Coff's Harbour or anywhere else on the North Coast line, could he not go from Guyra to Coff's Harbour, which is a direct route?—That would certainly be a benefit under existing conditions, but we must look forward and take into consideration the benefiting of the largest area. It is admitted that there is something wrong when the country districts are not progressing as they should. We all know that the capital valuation of the railways has increased enormously during the last ten years, but production has not increased. To my mind the whole thing could be solved by reducing the cost of living in the country, and if I were in control of Parliament I would drop every other problem and solve that one, because under present conditions we are facing national bankruptcy.

660. Are you aware that the Railway Department estimates that there would be a loss on the proposed line if it were built?—It would not pay at the start, but that should not be the deciding factor. If the line will not increase settlement and production, it should not be built, but I do not for one moment think that we are going to stop altogether and that production and settlement are not going to increase. With the present settlement and production the line would not pay, but as railways are built for the purpose of increasing both production and settlement it would be only a matter of two or three years until this line paid.

661. The Committee is considering the expediency of constructing lines of railway from Glen Innes to Inverell and from Guyra to Inverell. If the connection from Guyra to Inverell is decided upon the line will be extended from Guyra to Dorrigo. If the line from Glen Innes to Inverell is built the connection with the coast will be from Tenterfield to Casino. What is your opinion with regard to the construction of either of these connections with Inverell?—I do not think there is much argument about it. If you are going to consider the Inverell, Boggabilla, and North Coast people, the line from Glen Innes to Inverell should be built.

662. Would not the North Coast people be served if the coastal connection were built via Guyra?—That would be increasing the cost. Why not have a direct route from Boggabilla to Glen Innes? A line from Inverell to Tenterfield would be better still for the Inverell people. The time will come when Inverell will be connected with Grafton, and then Moree and Boggabilla will have direct communication with the coast at Grafton. Why not make the line fairly straight? There are two things to consider—the settlers on the line from Boggabilla to Inverell, whose best market will be the North Coast and Southern Queensland, and which is the shorter route. You would open up much better country between Inverell and Glen Innes. We are getting wheat from within 20 miles of Glen Innes.

663. If that country develops to any extent, would it not be a factor in the export trade?—Possibly. If it does become a factor in the export trade, why not ship the wheat at Grafton instead of sending it to Sydney, a distance of 400 or 500 miles?

664. It could be shipped at Grafton and then taken to Sydney?—Yes. We get practically the whole of our second-class freight from Sydney via Grafton now, and bring it over the road by motor lorries. That should not be necessary in a country like this.

665. *Mr. Burke.* You are advocating the Tenterfield-Casino line as against the Guyra-Dorrigo line?—Yes, at the present time.

666. Are you aware of the difference in cost?—No.

667. The Tenterfield-Casino line would cost £2,500,000, and the Guyra-Dorrigo line £1,500,000. Do you know the country which would be served by these lines?—I know the country from Tenterfield to Casino, but I do not know the Dorrigo country.

668. Do you consider that the country between Tenterfield to Casino is specially suitable for closer settlement?—Undoubtedly.

669. Where?—From within 20 miles of Tenterfield to the coast.

670. Would you say that the country from 13 miles on the Tenterfield side of Drake right on to the coast was suitable for closer settlement?—Yes, it is dairying country, or it appeared to me to be dairying country as I was travelling along the main road.

671. Do you not think that there must be some engineering difficulties when it costs £33,000 a mile to construct a line?—Yes, but the extra cost of a railway should not be the deciding factor.

672. If we can build a line that will give the same facilities for £1,000,000 less, do you not think that that should be considered?—What should be considered is that the North Coast people would be getting a cheaper product and that the Boggabilla people would be getting a better market.

673. But they would get the same facilities with a line via Guyra?—Yes, with 250 miles of railage added on. From Inverell to Guyra and up the North Coast line via Coff's Harbour would add 250 miles to the railage.

674. As a business man, would not the cost be the first thing you would look at if you were carrying out a work?—I would look at the serving of the people and not the cost.

675. It would not matter whether you lost or not?—We have to admit that a line from Glen Innes to Inverell, or one from Guyra to Dorrigo, would not pay at the start, but I say that a line from Inverell to Glen Innes, and a connection with the coast from Tenterfield to Casino, would be the better proposition, because it would serve more people settled on the land. Not only would it be advantageous to the people on the North Coast, but it would also be advantageous to the people as far out as Boggabilla.

676. But would not a line from Guyra to Dorrigo serve those people reasonably?—It would serve a purpose in time, but 200 miles would be added to the carriage.

677. That would occur wherever you put a line?—You have not counted the cost of the bridge across the Clarence.

678. That bridge is part and parcel of the North Coast line, and has nothing to do with the proposals under consideration. That bridge will be built whether the lines now being inquired into are built or not?—I fail to see that the North Coast line is necessary.

679. But the whole of the State must be considered as well as this portion of New South Wales?—I grant that, but in the matter of railway communication with the coast we must take into consideration the best and cheapest route compatible with access to the seaboard.

680. If you, as a business man, had to consider the building of two lines of railway to reach the same objective, would you not decide to build the line which cost least? Why go on with the North Coast line at all? It is not necessary. All it will do will be to serve two capitals. When the freight from Sydney to Glen Innes is £9 5s. a ton, how can you expect people to grow wheat or wool, especially when you have it in your power to reduce the freight by £2 a ton? I would connect every centre in the country with a seaport and reduce freights.

681. *Mr. Drummond.* Have you any idea of the difference in the volume of trade between Inverell and Guyra and Inverell and Glen Innes?—The Glen Innes-Inverell trade is twenty times as great.

682. If a railway were built from Guyra to Inverell, do you think that the bulk of the traffic which now comes through Glen Innes from Inverell would be deflected via Guyra?—I think it would. The Brisbane traffic might stay here.

683. The travellers who come to Glen Innes to do business would go back to Guyra and across to Inverell by train if the proposed line were built instead of by car as they do now?—Yes.



Witnesses— F. S. Mackenzie and H. A. A. Tutt, 7 July, 1923.

684. I understood you to say that the wheat country between Glen Innes and Inverell started from about Waterloo Station in towards Inverell. Is not the country on this side of Waterloo Station suitable for other forms of production?—Yes, for the growing of maize and oats.

685. From your dealings with the men on the land there, would you say that that country was suitable for closer settlement?—Absolutely.

686. The Railway Commissioners say that any figures in regard to probable revenue from the proposed line would have to include a debit for loss by diversion of business from the present Moree-Inverell line?—I say that the politicians who built the line from Moree to Inverell should stand the loss. Why should we suffer for the sins of the log-rolling politicians?

687. That is not the point. I am trying to elicit from you some information as to whether in your opinion any figures in regard to the probable revenue from the proposed line would have to include a debit for loss by diversion of business from the Moree-Inverell line?—I certainly think it is a very sad thing that we have to suffer because that particular project was carried out.

688. You said that if the proposed line were built it would make settlement more profitable. I take it that you wish to convey to the Committee that there would be an increase in settlement?—Undoubtedly.

689. Do you think that that would compensate the Railway Department to any appreciable extent for the loss in revenue on the Moree-Inverell line which would be occasioned if the line from Glen Innes to Inverell were built?—It is very sad that we should have to suffer because the line from Moree to Inverell was built.

690. But an increase in settlement would counterbalance any loss?—It would in time. I can quite understand the feelings of the Railway Commissioners.

691. At the present time the mill at Inverell has, in most cases, to draw wheat for a considerable distance below Inverell. Does not that indicate that that wheat has to be obtained from a greater distance along the Moree-Inverell line?—The Swan Vale district would grow all the wheat we wanted. The Inverell mill gets the whole of its wheat from along the Moree line as far as Gravesend.

692. In view of the consumption of your flour which would eventually take place on the North Coast, do you think that the Swan Vale area could produce sufficient wheat for your requirements?—It could not if we got the Southern Queensland and the Northern Rivers markets.

693. Reverting to the question raised by Mr. Burke with regard to the Guyra-Dorrigo and the Tenterfield-Casino lines, I might point out that the distance from Glen Innes to Tenterfield is 28 miles, and from Tenterfield to Casino 83 miles, or 141 miles in all. If there were any demand for your product in the Grafton district and further south, you would have to travel southward from Casino to Grafton, a distance of 65 miles, which would make it 206 miles from Glen Innes. The distance from Glen Innes via Guyra and the Dorrigo to Casino is 228 miles approximately. Taking these factors into consideration, and the fact that £1,000,000 extra would be involved in the cost in the construction of the line from Tenterfield to Casino, do you still think it would be a business proposition to recommend a line from Tenterfield to Casino in preference to one from Guyra to Dorrigo?—I do. Certainly you would save on freights, and the saving on freights is the thing we want to take into consideration.

694. Would the fact that the distance from Grafton to Glen Innes via Dorrigo and Guyra was 22 miles longer make an appreciable difference in the cost of living?—It would. Of course, it would not make as appreciable a difference as if the distance were 100 or 108 miles.

695. I think you stated that the freight on jam was £9 5s. a ton, which represented approximately 3d. on a 2-lb. tin of jam. Do you know that that works out at £14 a ton?—You have to add the weight of the case, from which no revenue is obtained.

696. The actual cost of the article depends on the general all-round charges. If you buy jam at 1½d. per lb., you have certain charges to add for freightage and other expenses, and for these you have to strike a proportionate rate to meet your liabilities?—Yes.

697. So that a considerable reduction in freight would enable you to definitely reduce your general charges?—Undoubtedly.

698. You regard the construction of a line from Inverell to the coast by either route as a definite factor in stabilising and increasing settlement and production?—Yes.

Herbert Arthur Allan Tutt, general contractor, Glen Innes, sworn, and examined:—

699. *Mr. Burke.* Will you please make a statement to the Committee with reference to this proposal?—I have come before the Committee principally to bring under notice the wonderful timber resources of the eastern slopes which I am now exploiting. I have pine mills on the eastern slopes, and in view of the development of trade with the western districts I anticipate making the concern a pretty big one. At the present time the business is not in a very big way, but under present conditions my anticipated output runs into 15,000 or 16,000 feet of pine per week. The bulk of that pine will go to the western districts. That estimate represents roughly an output of 780,000 feet a year, or, approximately, 975 tons of freight. The timber resources of the locality in which I am operating are absolutely unlimited, not only so far as pine is concerned, but so far as other millable scrub woods and soft woods are concerned. The same applies to the very high grade hardwoods such as spotted gum and tallow-wood, without taking into consideration the ordinary hardwoods. Owing to the haulage distance it is impossible to handle timbers other than high grade ones. It is only timbers such as pine, spotted gum, and tallow-wood which can be drawn that distance and put on the market. The trade in ordinary hardwoods must be done closer at hand, because the competition is very keen. There are many small mills about which can draw supplies from a nearer quarter. The whole of the eastern slopes contain wonderful timber resources which have been hardly tapped as yet. In the Glen Elgin district, particularly, there is a very fine area of softwoods, such as coachwood, sassafras, silky oak, white cedar, and even red cedar is now being obtained. I understand that a couple of teamsters have taken a contract to get 50,000 feet out of one area for delivery at the Glen Elgin mill. The cedar there is of high grade quality and is equal to the best obtainable in Australia. It can be milled at Glen Elgin. The same teamsters have offered to enter into a definite business proposition with me to take all that they can obtain.

700. Where are your mills situated?—At Newtonboyd, about half-way to Grafton on the main road. I am now moving them about 12 miles further down to bring them nearer to the pine belt.

701. What distance are your mills from Glen Innes?—About 44 miles, but I am moving them 12 miles nearer Grafton.

702. Where is your present market?—Inverell, Moree, and Narrabri could take the whole of my output if I choose to let them have it. I am hauling by team and sending stuff to Sydney. I am in negotiation with a Sydney firm to take my output, but I would find a better market for it in the west, if it were not for the distance it would have to be hauled by team.

703. Does your stuff go to Sydney, via Grafton?—No, via Glen Innes.

704. What is the distance by road from your mills to Glen Innes and Inverell?—44 miles to Glen Innes, 86 miles to Inverell.

705. What is the cost of haulage from your mill to Inverell?—About 15s. or 16s. per 100 superficial feet.



*Witnesses*—H. A. A. Tutt, A. McAlpine, and Hon. J. Wetherspoon, M.L.C., 7 July, 1923.

706. Is the bulk of your trade done with Sydney or the west?—Mine is rather a new proposition, and so far I have about an equal number of orders from both areas. As a matter of fact, I have had to stop taking orders on account of the limited output. I could sell at least 75 per cent. of my present output in the west.

707. Would it not cost less to have the timber hauled to Grafton than to Inverell?—Yes, for the Sydney market.

708. Where does the timber country lie from your mills?—To the left of the road, in the Barney's Hill area.

709. What is the distance from your mills to it?—When I move my mills to the 56-mile peg the best pine will be within 4 miles of them.

710. Are the resources big?—The estimated quantity of visible pine alone is 2,000,000 feet.

711. Do you know the Tyringham district?—No, but I have had information about it from my miller who has done a considerable amount of milling on the Dorrigo. The quality of my stuff is, if anything, superior to the timber obtained about Tyringham. It is of very high grade quality, but I do not think there is an equal quantity of that particular timber in my locality. I think that the timber area is greater on the Dorrigo side.

712. What are the principal woods you send to Sydney?—Principally Richmond River pine.

713. Do you find the competition keen?—There is an open market for pine in any part of Australia. Everywhere the demand is much greater than the supply. For many purposes American timbers are being very largely used, because the Americans are able to put them on the market cheaper than the local timbers.

714. Why is that?—I cannot say exactly, but I have no doubt that the method of handling has something to do with it. So far as my knowledge of American milling goes, most of the mills are situated on the water and the logs are floated down to them.

715. If the proposed railway from Glen Innes to Inverell were constructed it would be a stimulus to the timber industry in this district?—Absolutely. I am sure I could sell an increased output in the western districts. I anticipate increasing my output in the near future, and I am certain that I could sell at least 30,000 feet per week in the western districts.

716. Are you more interested in a line from Glen Innes to Inverell than in a connection with the coast?—A line from Glen Innes to Grafton would suit me better. It would certainly tap bigger timber resources.

717. Are you in favour of the construction of a railway from Glen Innes to Inverell?—Yes. I know a good deal about the district, and I am of the opinion that a railway from Glen Innes to Inverell would open up better country than would a line from Guyra to Inverell. The country between Glen Innes and Inverell is country which lends itself to closer settlement, and I think that a large population could be settled there. If the proposed line were built there would be an extension of the market in the west for hardwoods which we are not now handling. I was interested in the hardwood mill at Bolivia a little while ago. We were supplying Inverell and hauling by road, but the cost was too great. They are now principally using cypress pine, which, generally speaking, is not equal to the timbers obtainable on the eastern slopes. If we had railway communication I am sure that they would use at least 100,000 feet of hardwoods per week in the western districts.

719. Has the north-west no timber resources?—Nothing but cypress pine.

719. If the proposed line from Glen Innes to Inverell were built and the line from Camurra to Boggabilla were constructed, you would have direct communication with the Queensland border?—Yes, and we could supply these and other timbers.

Andrew McAlpine, caretaker, cemetery, Glen Innes, sworn, and examined:—

720. *Mr. Drummond.*] Do you wish to make a statement with regard to this proposal?—I came on to New England in 1857, and to this district sixty-three years ago. In 1860 it took us six months to travel from Grafton to Deepwater by bullock-dray.

721. Are you in favour of the construction of the proposed line from Glen Innes to Inverell?—I am. I have been over the route many times, and a lot of land would be made available for closer settlement if the line were built. I remember well when the railway came to Glen Innes what a jump Glen Innes took.

722. About 8 miles out from Glen Innes in the direction of Inverell closer settlement practically falls off. Is that due to the poor quality of the country or the lack of transport facilities?—I think it is due to the large estates. When Sir John Robertson's Land Act came into operation I was working in the bush, and the only man who would employ my father and myself was a squatter. After the passing of that Act people were able to go on to the land and get it anywhere for 5s. an acre. That was what they called occupation before survey.

723. You said that the coming of the railway to Glen Innes promoted closer settlement. Did the large landholders around cut their properties up?—A good many of them had to be cut up, because the selectors took up the land under Sir John Robertson's Act.

724. If the proposed railway were built, do you think that there would be an increase in settlement?—Yes.

725. With regard to railway connection with the coast, which do you think would serve the country best—a line from Tenterfield to Casino or one from Guyra to Dorrigo?—I think a line from Guyra to Dorrigo. It is easier country to negotiate. From about 18 to 20 miles from Guy Fawkes to Blake's River there is a gradual slope all the way down, whereas here at the Big Hill there is a drop of 1,600 feet in 1½ miles.

726. Do you think it is necessary that Inverell should be linked up with the coast?—Yes. I think it would be beneficial to settlement in the district. The line should be built from Glen Innes to Inverell and then to the coast.

Hon. John Wetherspoon, M.L.C., farmer and grazier, Glencoe, sworn, and examined:—

727. *Mr. Travers.*] I understand that you have prepared a statement in connection with this proposal?—Yes, it reads as follows:—I am president of the Glen Innes-Inverell Railway League, and have always taken an active part in trying to secure railway connection between Glen Innes and Inverell. I have resided in the northern part of the State for upwards of seventy years, and have seen the Glen Innes district develop from its primeval condition—a home of aboriginals—to its present prosperous position. Having noted the progress made up to the present time with the poor facilities available, I have long come to the conclusion that to make it what it should be, and to encourage settlers to more effort in its further development, the construction of more railways is absolutely necessary. First among these I place the connection of Glen Innes with Inverell. During my seventy years of residence here I have been "on the land," and am able to state that there is no better district for closer settlement. I do not speak at random. I have done my share—a very considerable share—of "valuation of land," and my work in this direction has been proved to be fairly correct. I know all the large estates, and am personally acquainted with the country through which the proposed railway line would run. The land is unsurpassed for closer settlement; and referring to King's Plains, where I resided for several years, I consider the soil is of the best quality for agricultural, pastoral, or dairying pursuits. For wheat-growing there are hundreds of acres which would return from 25 to 35 bushels to the acre if properly cultivated.



All through the length and breadth of the country intervening, the opportunity for farming developments is remarkable. There are thousands of acres along the route fit for the plough; and the pastoral portion has some of the best wool-growing country in the north; and if a quicker and cheaper means of transit were obtained I am confident a very considerable settlement of producers would soon follow. In my opinion, if subdivisions are made, it would not be advisable to cut up the big holdings into larger blocks than from 200 to 500 acres on either side of the line for a distance of 5 miles outward from the line. On both the Inverell and Glen Innes ends I believe that, for 4 or 5 miles out, a good living area should be 100 to 150 acres for a family. I have visited many parts of the principal agricultural districts of New South Wales, but for quality of soil, climatic conditions, and general resourcefulness, the country under question is exceptional. I place 65 per cent. of the land as of high-grade quality, and as such it would quickly become the home of the best type of settlers. I have an intimate knowledge of the suggested alternative route via Guyra, and have no hesitation in asserting that (while I do not desire to draw invidious comparisons) the results which would follow its adoption would be far below those of the Glen Innes-Inverell route in the way of settlement and the general development of latent wealth and "the greatest good of the greatest number." This Glen Innes-Inverell railway should be constructed, irrespective of any connection that may ultimately be made from New England to the coast. Its merits as a distinct line would justify this, striking, as the line would, at the very centre of the New England tablelands and serving the north and the south as well as Glen Innes. In addition to its immense geographical advantages this line would be a first-class revenue-earner, and would pay at least 70 per cent. better than the Guyra proposition. There is another aspect of the question, and that is the national one. Parochialism is always a bar to progress. I may be excused for stating here that I have no personal interest to serve by so strongly advocating the Glen Innes-Inverell connection, as the Great Northern railway running through my land at Glencoe serves my personal requirements. I have no axe to grind. But from my knowledge of this country and the progress it has made, even under the mismanagement of the years that have passed, I am quite convinced that if a line of railway were constructed from Inverell to Glen Innes and thence to the coast, a new era of prosperity would dawn for us. Exchange of products, service in times of drought (to mention only two of the many advantages) would justify this connection. Our distance by rail from the "Highway of Nations" has been a heavy handicap, and this trouble can only be overcome by an outlet to the coast. Personally, I think it is a blot on our past legislation that one of the noblest rivers in the State has been left so long without just recognition—I mean the Clarence. If such a river were in any of the other States it would have been utilised long ago for the advancement of the country. When such men as Lord Hampden, Lord Chelmsford, Hon. Alfred Deakin, Sir Charles Wade, Sir William Lyne, and many others wondered why a line of railway had not been made to connect the fertile basin of the Clarence with the northern tableland, one wonders why this national work has been so long left undone. New England and the north-west should have had a railway to the coast long ago. The childish cry of the roughness of the country between the waters of the Clarence and the north-west of New South Wales can be easily shown to be more imaginary than real. Kennedy's surveyed route shows this. The sooner the Government of this country determines to give proper facilities to the people to develop the natural resources of the land, by making national railways instead of some of the selfish one of the past, the better it will be for Australia. I may not live to see the advent of a railway to Grafton from Glen Innes, but as sure as the sun is in the heavens at no very distant date the two places will be only a few hours apart, and the

fruits and products of sub-tropical and temperate climates thus interchanged. Returning to the Glen Innes-Inverell route, the land adjoining would give the Government a wonderful opportunity to make use of its immigration policy. I am sure the land on the line to Inverell would be a safe investment for the Government. The construction of the railway would be a great inducement for the settlement of men with a little capital, and with easy conditions of the re-payment of the principal involved would assure the success of the occupiers and of the State. Another factor of importance in favour of the Glen Innes-Inverell line is the fact that there are more people in Inverell and district than in all the places between it and the coast via Guyra. The same applies to Glen Innes, which has a still larger population. These facts prove that the revenue which would result from the Inverell-Glen Innes line would be infinitely greater than that from the Inverell-Guyra route, the latter being sparsely populated, and the land very inferior, and not suitable for closer settlement. The comparatively large populations of Inverell and Glen Innes show that the surrounding lands are exceedingly productive, mixed farming, dairying, mining, and pastoral industries being most successfully carried on. What an increase in production and in population might be expected when proper transit facilities are given to these districts, it would be hard to foresee. The result would surprise the most hopeful prophet. Another point I wish to press in favour of the Glen Innes-Inverell line is in relation to the haulage. The height of Guyra above sea-level is 4,330 feet; distance from Inverell, 61½ miles—a climb of 2,418 feet in that distance. Glen Innes is 3,520 feet above sea-level and 42 miles from Inverell. The altitude of Inverell is 1,912 feet, only 1,608 feet to climb to Glen Innes. The longer route to Guyra and the higher altitude would mean extra expense in the running of trains. The sparse population would mean fewer passenger fares to recoup such expense. (Compare the motor traffic at present by the respective routes—the contrast speaks volumes in favour of the Inverell-Glen Innes route.) Besides, why should we climb a second time to the roof of New England, seeing that the Great Northern trunk line connects Glen Innes with Guyra? The greatest demand for the products of the tableland and Inverell comes from the north and north-east, then why drag such products up the hills to Guyra from Inverell in order to haul them down again to Glen Innes and on to the north and north-east? Another point is the consensus of opinion expressed in evidence as drawn from the reports of the most recent inquiries by the Public Works Committee and the Decentralisation Committee. In 1916, of the witnesses examined the numbers were:—In favour of Glen Innes-Inverell line, 84; Northern Rivers, 48; total 132; while those who favoured the Guyra route were only 62—mostly interested residents along that route. Decentralisation Committee; 23 in favour of the Glen Innes-Inverell route; 6 against, making a total in both inquiries of 155 for, and 68 against. It cannot be said that all of these advocates of the Glen Innes-Inverell route "had axes to grind." The estimate of the extent of arable land on this route as stated by the District Surveyor (21,000 acres) cannot be allowed to pass unquestioned. The evidence of Mayor Cramsie, who still has interests in the Glendon Estate, is a positive contradiction to the Surveyor's statement, which is also contradicted by the evidence of Mr. F. G. Finlay, a previous District Surveyor, and also Chairman of the Land Board for thirty-five years, and subsequently of the Closer Settlement Board, of which I also was a member. The figures were given by Mr. Vincent in his evidence. Mr. Finlay's long association with the district and his undoubted knowledge of the value and productivity of land render his opinion of unbounded value. Again Federation should have given a fresh impetus to railway construction. The petty jealousies of the States should be set aside in the advancement of the Commonwealth as a whole. For defence purposes our railway system should be one also. As we are an indissoluble union we should work for the



*Witness*—Hon. J. Wetherspoon, M.L.C., 7 July, 1923.

common good of all and not regard our various railway lines as if they belonged to different nations. In the event of war (which God forbid) the cross lines would play a very important part, and one of the most important would be the Glen Innes-Inverell connection. The centres of industry and consequent population have a right to demand safeguards for their security. Well-built and necessary railway lines will never be a loss to the country. In conclusion, I must emphatically declare that the Glen Innes-Inverell route is very much superior to any of the other rival routes, and if the Government would make provision for the obtaining of money to assist bona-fide applicants—Australian or British—the results of settlement would far exceed anything yet seen in our State. We have the fertile land—all we need is judicious management, and prosperity will be ours. Another point to be considered is that of water supply for engine use. At present Guyra is being served by train with water from Glen Innes, and such will always be the case in dry seasons. Guyra has no large water resources. The catchment area is very small, and the making of a reservoir would be a very expensive concern. The bottom seems to have fallen out of the lagoon, and as there are no large rivers from which a supply could be obtained.

728. In your statement you referred to certain large estates which would be within the influence of the proposed line. What are those estates being used for now?—Grazing.

729. What are the names of those estates?—Glendon, King's Plain, and the two Newsteads.

730. Are they outside the influence of railway communication?—They are all within the 12-mile radius.

731. Is there any likelihood of these estates being cut up if the proposed railway from Glen Innes to Inverell is built?—Yes.

732. It has been suggested that to serve King's Plain and Wellingrove the proposed line should be deviated to the north. Would you care to express an opinion on that?—It would be immaterial which route was taken.

733. You stated that the country between the two points was unsurpassed for closer settlement, and you made some references to the District Surveyor. Giving evidence at Armidale before this Committee the District Surveyor said that within the influence of the 12-mile zone of this railway there was an area of about 483,000 acres, and he added that "of this area there were about 425,000 acres of alienated and long-term lease lands; about 21,000 acres are suitable for agriculture; 318,000 acres for dairying and grazing, and 86,000 acres comprise poor grazing land." This means that the average of agricultural land between Inverell and Glen Innes is about 1 acre in 23, or about 4½ per cent. What is your opinion?—The estimate is quite wrong. The estimate obtained years ago shows that at the lowest there were 150,000 acres of good agricultural land. I have lived on every one of these estates and have been over every acre of them, and I think that I have a knowledge of agriculture which is a long way ahead of that of the District Surveyor.

734. About one-third of the land is suitable for agriculture?—Yes.

735. Do you mean for wheat-growing principally?—For all kinds of products. It would grow wheat to perfection, because I had a harvest many years ago on one of these properties.

736. From the point of view of closer settlement, where would you look for the best results, between Glen Innes and Swan Vale, or between Swan Vale and Inverell?—It is a matter of half and half. You are dividing fine agricultural land at both ends. I believe the area between Swan Vale and Inverell would take first place to a certain extent, leaving out the country within 12 miles of the existing railway. On the whole, however, there is very little difference between the two areas.

737. You referred to the advisability of cutting up the big holdings into blocks of from 200 to 500 acres on either side of the proposed line for a distance of 5 miles. What

did you have in mind when you suggested these living areas—what would a farmer do on them?—Go in for mixed farming.

738. Is there much of that high-class country?—A good deal of it.

739. If a man grew wheat would he get a living off 200 acres?—If he had to depend on wheat alone he would require more than 200 acres.

740. For mixed farming he would require about 500 acres?—From 200 to 500 acres. Of course, there would be portions of the country where the areas would have to be made larger for the benefit of the settler. Some settlers could live on 100 acres, whilst others could not live on 1,000 acres, and these are the men we want to encourage.

741. On the purely grazing country what would be a living area?—From 500 to 1,000 acres. The country will carry one sheep to the acre year in and year out, except, of course, when there is a drought.

742. You stated that a line from Glen Innes to Inverell would earn at least 70 per cent. more than a line from Guyra to Inverell. The Railway Commissioners, in their statutory report, say:

The working expenses for a daily train service between Glen Innes and Inverell would amount to approximately £14,000, and for the Guyra line it would be about £17,000 per annum. Any figures in regard to probable revenue would have to include a debit for loss by diversion of business from the present Moree-Inverell line, but as previously stated, the Commissioners are unable to furnish any reliable information in respect to earnings beyond pointing out that the high operating costs on ordinary country branch lines generally absorb the actual revenue, thus leaving the interest charge on the capital cost unprovided for. Even this would be a much too favourable view to take of the proposals under consideration, and as, in the case of Glen Innes-Inverell, the interest charge alone amounts to £29,895, and for the Guyra connection, £33,014, it would seem that the construction of either line would only add to the already heavy burden imposed upon the railway revenue from non-paying lines.

In the case of the line between Glen Innes and Inverell the working expenses would be £14,000 per annum, and the Railway Commissioners estimate that that is as much as they could expect in revenue. The working expenses of a line from Guyra to Inverell, they say, would run into about £17,000 per annum, and the revenue would be about the same. In both cases they put the revenue down at about £270 per mile. What have you to say to that?—What you have quoted are merely estimates. In the event of a population being settled on these lands, what would the return be with proper communication with the markets of the world?

743. I take it your opinion is that the revenue estimated by the Railway Commissioners would be considerably increased?—Immensely increased.

744. Have you formed any views with regard to railway connection with the coast?—At the present time my only object is to get the line from Glen Innes to Inverell built. It will be for other generations to say what points on the Great Northern Line and the coast should be connected.

745. You are of the opinion that a line either from Guyra to Inverell, or from Glen Innes to Inverell, should stand on its own as the local line independent of any subsequent connection with the coast?—Yes.

746. When the extension of the line from Moree to Inverell was being considered you will remember that the question of a line from Glen Innes to Inverell was also under review. Do you think that the right thing was done at that time?—No, the greatest piece of mismanagement ever perpetrated in connection with the railways of New South Wales was the extension from Moree to Inverell. It barred the whole of our chances here, but I know the secret why it is there.

747. You believe that good results generally would follow the construction of a line from Glen Innes to Inverell?—I think it would be to the benefit of the country generally. Sooner or later the railways will be federated, if Federation is to be completed, and then the railways will be built where they are required and will not go to places where they are not required.



Witnesses—Hon. J. Wetherspoon, M.L.C., and E. J. McIntyre, 7 July, 1923.

748. *Mr. Drummond.*] You heard what Mr. McAlpine said with regard to closer settlement round Glen Innes. I pointed out to him that when you got 8 or 10 miles out from Glen Innes in the direction of Inverell closer settlement practically ceased. What reason would you advance for that?—The large estates have stood in the way. In the days of old they could take up 40 acres and secure as many acres as they liked afterwards. It was in those times that those estates were secured, and it is impossible for the public to get them when they are privately held. One of the reasons given for want of population is that land is not obtainable, but the Government can resume land where it is wanted. If these lands were unlocked to the people I am quite certain that there would not be an acre left in two or three years' time.

749. The distance between Glen Innes and Inverell is 42 miles, and it has been stated that the whole of the intervening country is practically served by a railway, the farthest point from an existing railway between Inverell and Glen Innes lines being 21 miles. How do you regard that statement?—I cannot see that at all. If a railway were built from Glen Innes to Inverell, it would ensure the whole of the land being taken up, because we would have at our disposal markets that we have not got at the present time. Fancy a man producing stuff in Inverell and sending it round *via* Moree to get to the north, which is his natural market! No matter what politicians may say, no matter what Governments may advance, the north is going to be the market for the New England Tableland.

750. At what distance from rail can one successfully engage in farming now?—Not more than 12 miles.

751. Your point is that to get to the natural markets the producers on New England have to travel abnormal distances?—Yes, that is my point.

Alderman Edgar James MacIntyre, master butcher, Glen Innes, sworn, and examined:—

752. *Mr. Doe.*] The Committee has four railway proposals before it—lines from Glen Innes to Inverell, from Guyra to Inverell, from Guyra to Dorrigo, and from Tenterfield to Casino—and we would like to hear your views with regard to one or more of these proposals?—Glen Innes is the most important division so far as the fat-stock market of the north is concerned. We depend for our supplies eight months out of the twelve on the south, on the east, and more particularly on the west. Many times we have been forced to go to Homebush in order to get supplies, owing to the inadequacy of railway communication. The stock have to be trucked from Homebush to Glen Innes and other New England centres, but if the line were constructed from Glen Innes to Inverell it would open up a very big area for fat-stock supplies so far as this town is concerned. The owners of stock send it to Homebush because the trip overland to Glen Innes would cause the beasts to lose much of their condition. If we had railway communication from Tenterfield to Casino it would be a great help to settlers on that side of the northern line. Daily there are heavy truckings of stock for the metropolitan markets at Glen Innes, and that stock loses a good deal of condition owing to its being driven over the roads. If we had a railway from Glen Innes to Inverell, and another from Tenterfield to Casino, the stock would be landed here in a much better condition than it is. The country to the west of Glen Innes in the direction of Inverell is suitable for intense cultivation.

753. Do you know the country between Inverell and Guyra?—Yes.

754. Which line do you think would be the better to construct—from Glen Innes to Inverell, or from Guyra to Inverell?—I say emphatically that it would be better to build a line from Glen Innes to Inverell.

755. Why?—Because of the nature of the country. Practically two-thirds of the country between Glen Innes and Inverell within a fair distance of the proposed line is purely agricultural country of the best quality, whereas a

line from Guyra to Inverell would pass through sheep country. There might be a little agricultural country, but it is not of the same class as the country between Glen Innes and Inverell.

756. Do you know the country between Tenterfield and Casino?—I do.

757. Do you know the country between Guyra and Dorrigo?—Yes. I have been through it, but I have not got such a great knowledge of it as I have of the other country.

758. Have you sufficient knowledge of it to make a comparison between the two routes from a settlement and producing point of view generally?—No.

759. How would you describe the country between Tenterfield and Drake?—It is grazing country, but there are areas which are suitable for agriculture.

760. It would be very difficult to reach an elevated railway from that country?—It would.

761. So there would not be very much agriculture there?—No, fat stock and timber would be the main things.

762. Taking into consideration the fact that the proposed railway from Tenterfield to Casino will cost in round figures £2,500,000, and that the railway from Guyra to Dorrigo will cost £1,500,000, and that, generally speaking, the country between Guyra and Dorrigo is much better from a settlement point of view, and would yield considerably more freight for a railway, would you say that the line from Tenterfield to Casino should be built in preference to that from Guyra to Dorrigo?—I advocate the Tenterfield-Casino line solely on account of the isolation of the country. Along that line there are vast areas of Crown lands, or lands held on long leases which will expire within a given number of years. On the other hand, most of the country between Guyra and Dorrigo is freehold, and some of it is held in fairly big areas.

763. Where do you get your sheep for butchering?—We depend on the west. We drive the sheep from Inverell or buy them at Homebush and truck them to Glen Innes.

764. Which method do you find the better?—Since we had the dry weather the best method has been to get them by rail, because they will not stand the journey over the roads now. All the stock routes are eaten out, and from the time they start to travel until they reach here there is absolutely nothing for them to eat.

765. In the event of a railway being built either from Guyra or Glen Innes to Inverell, you could get your sheep trucked from Inverell?—Yes.

766. Except in good seasons?—Yes, during a few months of the year we can get them locally.

767. There would be times when you would prefer to drive them?—Yes, but that would not be very often. It is better to rail the sheep when they are coming off the natural pastures in the west, which are comprised of herbage, on to our New England pastures. They do not take to the New England pastures very kindly, but if you trucked them you would have them here within a few hours.

768. Are sheep fattened in the Glen Innes district?—Yes.

769. What proportion of the sheep that you kill are local sheep?—About 35 or 40 per cent.

770. How many butchers are there in this town?—Seven.

771. Can you give the Committee any idea as to the number of sheep that come from other parts annually?—I suppose 5,000 or 6,000 sheep per annum are killed for local consumption.

772. For consumption in the town and the immediate district?—Consumption in the town and its surroundings. A fair quantity of mutton is dressed in Glen Innes and sent as far as Grafton per motor car. During the winter months they prefer to buy them ready slaughtered.

773. What does it cost to send a sheep carcase to Grafton per motor?—3s. to 3s. 6d.

774. Are many cattle obtained in the country west of Glen Innes?—A good number.

775. A good number are fattened locally?—Yes.



Witnesses—E. J. McIntyre and P. S. Young, 7 July, 1923.

776. What proportion of locally fattened cattle are slaughtered for consumption in Glen Innes?—50 per cent.

777. Do you get cattle from the country to the east of Glen Innes?—Yes.

778. Stores?—At times fat cattle, too. At the present time, and for the past two months, we have been dependent solely on the east for our cattle.

779. What part of the east?—From the country from within a line about Casino to Mount Mitchell—that is, the run of country along the Mann and Henry Rivers.

780. Do you get any cattle from Ebor?—No, we do not go that far.

781. I suppose the towns lower down would draw from Ebor?—Yes.

782. Have you anything to say with regard to agricultural possibilities?—I have nothing to add to what I have already said. I maintain that a line of railway from Glen Innes to Inverell would open up very fine agricultural country which would carry a big population. It is not cleared country; it is country which has to be improved.

783. *Mr. Drummond.*] On the whole, the seasons here are regular?—Yes.

784. At what time of the year would you require to bring stock into this district for killing?—We generally start in the late autumn, and it is nearly Christmas before the stock here has sufficient condition to warrant its being slaughtered.

785. From your knowledge of the meat industry, do you think that if the proposed railway from Glen Innes to Inverell were built, and there was a subsequent extension to the coast, that there would be a tendency for a local killing industry to be established?—I do.

786. Do you think you would get sufficient supplies from the north and north-west districts to develop that industry?—I have no hesitation in saying so.

787. Your experience has led you to believe that it is necessary to have the system co-ordinated so that you can take advantage of the supplies wherever they may be?—Yes.

788. It is only 42 miles from Glen Innes to Inverell. Is not that a short distance to drive—does that distance make a marked difference?—At the present time it would. It has been generally acknowledged that, provided they get ample food on the roadside, from 6 to 8 miles a day is a sufficient distance to drive sheep. That would mean five or six days on the road at the present time, and with the stock routes devoid of pasture it would mean that those sheep would lose condition travelling between Inverell and Glen Innes.

789. So it is necessary that you should have railway communication to get your stock across in the best condition?—Yes.

790. Is the Committee to infer that for practically half the year you have to bring your fat stock from Homebush and other districts to the south?—I have done that to a fairly considerable extent. During a season like this, when the stock routes are so bare of pasture, you have no alternative. You must either go without or bring your stock here by rail.

791. From your knowledge of the New England Tableland, would you say that it was fattening or wool-growing country?—It is wool-growing country. There are holdings here which produce very fine fat stock, but they are holdings which are well improved. When there is a good drooping season here we fatten a fair quantity.

792. If the tableland were connected with the coast by rail, do you think that there would be a fairly good market on the coast for western fat stock?—Yes, the Northern Rivers get their supplies of sheep from Sydney by boat.

Percy Sing Young, manager for Kwong Sing Long & Co., general storekeepers, Glen Innes, sworn, and examined:—

793. *Chairman.*] I understand that, as well as being general storekeepers, your firm are also graziers?—Yes. We also have large agricultural interests, and are interested in fruit-growing.

794. The Committee is inquiring into the expediency of constructing a line of railway from Glen Innes to Inverell. Would you give your views upon the proposal?—I estimate that between 3,000 and 4,000 tons of produce, including chaff, corn, and potatoes, are dealt with during the season by my firm on consignment to other districts. As I said, my firm has large agricultural interests, and produces corn, chaff, and potatoes, and is also interested in the fruit-growing industry and sheep-grazing. In good seasons we produce about 1,000 tons of potatoes, 200 tons of chaff, and 150 tons of corn on about 600 acres of cultivated land at Red Range and Plain View. If we had direct railway communication with Inverell the distance by which the carriage of our produce to the north and north-west would be shortened would be about 300 miles. We use teams for the transportation of our produce to Inverell, the cost being from 40s. to 45s. per ton, but if the proposed railway were built the freight would work out at under 10s. per ton. Recently we subdivided and sold for settlement three blocks at Plain View, which is situated about five miles from Glen Innes. I am of the opinion that if the proposed line were constructed there would be much more settlement in the district.

795. With respect to the 3,000 or 4,000 tons of produce that your firm deals with annually, how much of it comes from Inverell or goes to Inverell?—At the present time we are sending some to Inverell, some to the north-west, but most to Queensland. If we had direct railway communication with Inverell we would send more to the north-west.

796. What is the tonnage that your firm sends by road to Inverell during the year?—About 100 or 200 tons.

797. Do you get any produce from Inverell by road?—Not much. Most of our business is done between Glen Innes and Inverell.

798. You do not get much back-loading?—No. We send potatoes and other produce to Inverell, and generally get flour for back-loading.

799. Generally, you think that the construction of a railway from Glen Innes to Inverell would enable you to sell a larger quantity of produce at cheaper rates in Inverell and in the north and north-west districts than you do now?—Yes. At the present time the cost of road transport to Inverell is from £2 to £2 5s. per ton, but if the railway were built the freight would be under 10s. per ton.

800. *Mr. Drummond.*] There is a large production of potatoes in this district?—Yes. There is a lot of land suitable for growing potatoes. In a good year we would have two or three farms going, and would grow about 1,000 tons of potatoes.

801. Your firm handles that 1,000 tons?—Yes.

802. Is there much demand for potatoes in Inverell and in the country to the west and north-west of Inverell?—There is a big demand for them. They do not grow many potatoes there, because the climate is too warm.

803. When you send potatoes to the north-west do you truck them via Werris Creek?—Yes.

804. How many tons a year would you send to the north-west via Werris Creek?—About 100 or 200 tons.

805. Do you send any potatoes towards Grafton?—We send some to Grafton.

806. How do you send them?—By team.

807. What quantity of potatoes would you send to Grafton in the course of the year?—Not a large quantity. We have an occasional team going down.

808. If there were a railway from Glen Innes to Inverell and a connection with the coast do you think there would be a big trade between the tableland and the coast?—I do. At the present time we send a lot of goods by team to people along the road. If there were railroad connection between Inverell and Grafton I think a lot of goods would be carried between the two places. Goods could be forwarded from Sydney to Grafton by boat and



trucked direct to Glen Innes or Inverell and further west. Now goods that are sent to Grafton by steamer have to be carried to Glen Innes by motor lorry.

809. Do you get goods sent from Sydney to Grafton by steamer and have them carried to Glen Innes by motor lorry?—Yes.

810. Is that cheaper than to have them carried by rail?—A shade cheaper, but, of course, it takes a little longer. If there is a sudden rush you sometimes have to wait a week or two for your consignment to be delivered.

811. Getting goods via Grafton under present conditions is not too reliable so far as deliveries are concerned?—No, the railway is more convenient for merchandise.

Henry Cleve St. Vincent, secretary of the Glen Innes-Inverell Railway League, further examined:—

812. *Chairman.*] I understand you wish to make a further statement on this proposal?—Yes. I wish to read, for the information of the Committee, the following article, published in one of the local newspapers, showing the exports from Glen Innes:—

For the six months ended 30th June, 4,146 tons of chaff have been despatched from Glen Innes (truck loads only taken into consideration). This quantity, averaged at £5 per ton nett to the owner, represents £20,730. Five hundred and thirty-one tons of maize have been despatched (lots of less than 1 ton not included). This, averaged at 5s. per bushel, represents £5,310. The major portion of this commodity has been sent into the drought-stricken area of the north and north-west for the feeding of starving stock. A total of 1,295 tons of potatoes has been despatched (lots of less than 1 ton not included). This averaged at £7 a ton, represents £9,065. Fully 65 per cent. of this commodity has been sent on to the Queensland market, notwithstanding that Tasmania can find a market for thousands of tons of potatoes each year in our own State's market. Railway freights are not to blame in this instance, as potatoes can be landed on to the Sydney and Newcastle market at a much cheaper rate than on to the Brisbane market. Perhaps a little more attention in the matter of grading and the general appear-

ance, on the part of the Tasmanian producers enables that State to more than hold its own in New South Wales with this commodity. Large quantities of pumpkins and other general farm produce have also been despatched, of which no individual tallies have been taken. The wool despatched for the 1922-23 season was 5,880 bales. That little pest (to some people—to others a large blessing), the rabbit, has been consigned away from amongst us, never to return, to the extent of 57½ tons of skins, which represent an average of eight skins to the pound weight, 1,025,920 carcasses, and at an average price of 2s. per pound, £12,824. What would be the possibilities of this district were we to have our fields of competition opened up by means of direct communication with the north-western districts and the coast? No doubt, with the advent of the connecting railways, what are now large estates and safe playgrounds for rabbits, would be the scene of numerous homesteads and farming areas, in which the rabbit pest would more easily be combated, and would do much towards the general welfare of the whole community, in so far as it would bring greater production within our district, and so be a step in the right direction towards making the country generally more self-supporting. With greater population the establishing of the secondary industries within our district would also be encouraged and so open up fresh avenues of employment, tending to obviate the necessity of breaking up the family circles, and also the necessity of submission to the dictates of the big man of the city. It is practically impossible to estimate the quantities of farm produce despatched by teams and motor transport into the adjoining districts of Inverell and the Rivers, but on a good authority it would amount to a considerable tonnage. The above figures, of course, represent the truckings at the Glen Innes station only, and do not include those of the district stations.

I also wish to present the following figures, showing the railway receipts at Glen Innes for the past six months:—Chaff, 4,146 tons at fair estimated value of £6 per ton, £24,876; maize, 551 tons at 5s. per bushel, £5,310; potatoes, 1,295 tons at £10 per ton, £12,950; total, £43,136. Quantities based on tonnage at Glen Innes Railway only for period 1st January to 30th June, 1923. Trucking at district stations not included. I wish to emphasise the fact that 80 per cent. of this produce came from the country from 10 to 12 miles west of Glen Innes.

813. What was the total tonnage?—About 18,000 tons.







1924.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON  
PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE

RELATING TO THE

PROPOSED RAILWAY FROM GOOLAGONG  
TO WIRRINYA.

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Presented to Parliament in accordance with the provisions of the Public Works Act,  
3 Geo. V No. 45.

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# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## RAILWAY FROM GOOLAGONG TO WIRRINYA. 1

### REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the Second Session of the present Parliament, under the Public Works Act of 1912 (3 George V, No. 45), and the Parliamentary Standing Committee on Public Works Election Enabling Act of 1922 (13 George V, No. 19), to whom was referred for consideration and report "the expediency of constructing a line of railway from Goolagong to Wirrinya," have after due inquiry resolved that it is not expedient the proposed railway be constructed; and in accordance with subsection (d) of clause 34 of the Public Works Act of 1912, report their resolution to the Legislative Assembly:—

#### INTRODUCTORY.

1. The official records show that the question of railway construction to serve the country south of the Lachlan between the Cowra-Canowindra and the Stockinbingal-Forbes lines was under consideration by the Committee in 1913 in connection with the inquiry into the construction of the Canowindra-Eugowra line. The route then proposed was from Billimari via Goolagong to Grawlin. The Committee, however, decided in favour of the line submitted along the northern bank of the river, it being considered that by the adoption of that route not only would Eugowra and Goolagong be brought within easy reach of railway communication, but that the rich country for many miles south of the river would be served.

The Canowindra-Eugowra line was authorised in 1915 and has since been constructed and opened for traffic. In 1920 the South of the Lachlan Railway League asked the then Minister for Public Works (the Hon. J. Estell) to receive a deputation regarding a proposed railway from the Canowindra-Eugowra line in the vicinity of Wright's Crossing, to Gareema, on the Forbes-Stockinbingal line, about 14 miles from Forbes, and thence to Condobolin or to a point on the proposed Wyalong-Condobolin connection. It was pointed out by the league that the line suggested would pass through a large tract of agricultural and grazing country eminently suitable for closer settlement, but at present almost undeveloped owing to lack of railway communication; and further, that it would practically duplicate that portion of the main Western line from Blayney to Condobolin, and in that respect greatly relieve congestion. In reply to this communication, the Minister stated that as soon as funds were available he would ask the Railway Commissioners to have a trial survey made.

In a later communication from the Railway League, it was suggested that the point of connection of the proposed South of the Lachlan railway with the Forbes-Stockinbingal line should be Wirrinya instead of Gareema.

In 1922 a deputation comprising representatives of the South of the Lachlan Railway League and the Ooma branch of the Farmers and Settlers' Association, waited on the present Minister (the Hon. R. T. Ball) to urge the construction of the proposed railway to serve the country south of the Lachlan River. The Minister pointed out that a matter to be considered in connection with the proposal was the expensive survey required; however, he would have an exploration made, and if an estimate could be furnished on the information so obtained he would ask the Railway Commissioners for a statutory report, with a view to referring the proposal to the Committee.

Subsequently



Subsequently the Railway Commissioners reported that it was practicable to give a reasonably approximate estimate based on an exploration survey and that a statutory report would be furnished accordingly.

Representations were made at a later stage by the Goolagong Railway League that the most suitable route for the proposed railway would be from North Goolagong crossing the Lachlan River at Goolagong instead of at Wright's Crossing. The Railway Commissioners, to whom the matter was referred, concurred in this suggestion, and the Minister decided to refer the proposed railway to the Committee for investigation and report.

The proposal was referred to the consideration of the Committee on the 20th December, 1923.

#### THE PROPOSED LINE.

2. The proposed railway commences at a point on the branch line, Canowindra to Eugowra, at the eastern end of Goolagong North Station, 260 miles 20 chains from Sydney, and proceeds in a south-westerly direction and crosses the Lachlan River, on the southern side of which it takes a more westerly bearing and passes through the village of Goolagong at 265 miles. From 266½ miles to 271½ miles a north-westerly direction is taken; thence a generally south-westerly bearing is resumed; Mulyandry Creek is crossed about 276 miles; Ooma or Boyd Creek at 286 miles; and the route terminates at 302 miles 60 chains from Sydney via Cowra by a junction with the existing line from Stockinbingal to Forbes, about 40 chains on the northern side of Wirrinya Station. The works are light, with the exception of a bridge over the Lachlan River. The ruling grades are 110 against the load and 100 with it. The sharpest curve is 20 chains radius.

#### ESTIMATED COST.

3. The estimated cost of a single line 42 miles 40 chains in length, plus 70 chains of duplication, with a ruling grade of 1 in 100 with and 1 in 110 against the load, and the sharpest curve of 20 chains radius, is £321,750, or £7,478 per mile.

The principal items of cost are £59,250 for the permanent way; £53,290 for sleepers, earth and stone ballast, and plate-laying; £44,000 for earth works; £18,400 for bridging the Lachlan River; £18,330 for station works, and £49,053 for engineering, head office expenses, and contingencies at 18 per cent.

#### ESTIMATED REVENUE AND WORKING EXPENSES.

4. A statement submitted by the Chief Traffic Manager shows the estimated annual revenue to be £7,000, and the working expenses £5,690. Interest calculated at 5½ per cent. on the cost of construction, amounts to £17,686, leaving a deficit of £16,376.

It has been pointed out that from the estimate of revenue, £1,700 should be deducted on account of diverted traffic from existing railway stations. The Chief Traffic Manager adds that as the working of the traffic would be to and from the direction of Forbes, it would be preferable to have the junction at Gareema, instead of Wirrinya, which would result in less cost in construction owing to its shorter length and lead to more economical working. To accomplish this, only a slight deviation would be necessary to admit of the line following the travelling stock reserve into Gareema.

#### RAILWAY COMMISSIONERS' REPORT.

5. In submitting their statutory report, the Railway Commissioners state that the district through which the line would pass is closely settled by an industrious class of farmer, whose holdings are comparatively small, but, owing to the distance of cartage over unmade roads to the present railway stations, cultivation has decreased, although the land is eminently suited for wheat production as well as grazing.

Commencing



Commencing at the Goolagong North Station, and taking a radius of approximately 8 miles by map measurement from the existing railway stations at Grenfell, Eugowra, and those on the Forbes-Stockinbingal line, the area to be served is about 230,000 acres, of which 200,000 acres are considered to be good for agricultural production, possessing a 24-inch rainfall annually. Within this area the Government resumed estates to the extent of some 37,000 acres for closer settlement purposes, and the whole of this land was disposed of in 65 farms, which includes the soldiers' group purchase areas of Pinnacle and Ooma, comprising 48 farms. These acquired lands will be greatly benefited by the construction of the proposed line, which will reduce cartage distances by two-thirds—that is to say, from a maximum of 14 miles to a maximum of 5 miles, and as regards the remainder of the area to be served, the whole of the settlement would be brought within such distances as would enable the farmers to make a return trip to rail in one day, which cannot be done under present conditions.

The location of the proposed line is such as to practically bring within the sphere of reasonable railway communication the whole of the lands lying between the Grenfell, Eugowra, and the Forbes-Stockinbingal line.

#### AREA TO BE SERVED.

6. Information supplied by the Lands Department shows that included within the influence of the proposed line are two Soldiers' Group Purchase areas—Pinnacle, 5,802 acres, and Ooma, 25,000 acres. These were acquired in 1917, the former with 9 farms at an average cost of £6 10s., and the latter with 39 farms at an average cost of £5 6s. 6d. per acre.

Midway between the proposed and existing lines are 305,700 acres, of which 29,800 are reserved, 23,400 leased, and 14,800 Crown lands. Comparatively little of this country—83,500 acres—is outside a zone of 12 miles of existing lines, and the great bulk is within it.

The untenanted Crown lands, 13,400 acres, consist principally of hilly, rocky, and rough country with sandstone formation. The soil is poor, sandy and stony, and the timber consists of stringybark, ironbark, box, gum, apple and pine. In addition there are 29,800 acres of reserved land not held under any tenure, other than annual tenure; 1,400 acres of other Crown lands held under Permissive Occupancy; and 15,900 acres under inconvertible leases, making a total of 60,500 acres of unalienated Crown lands.

Forest reserves cover 25,500 acres, five of which, with an aggregate area of 14,500 acres, have been dedicated as State forests. This country is level and undulating to rocky, hilly and mountainous. The soil is light sandy and red sandy loam, with patches of rich black soil, and the timber consists of ironbark, stringybark, kurrajong, box, oak, brittlejack, and white and black pine.

Improvement leases—six—have an area of 15,600 acres, the rentals ranging from  $\frac{1}{2}$ d. to  $1\frac{1}{2}$ d. per acre.

There are five Closer Settlement purchase areas and parts of four others with an aggregate acreage of 26,500 acres; also one Soldiers' Group purchase area and part of another with a combined acreage of 31,300 acres, within the affected area. These areas were acquired by the Government under the provisions of the Closer Settlement Acts between 1912 and 1920 at prices varying from £3 15s. to £6 10 per acre.

The average rainfall is 23 inches.

#### THE INQUIRY AND EVIDENCE.

7. In connection with their inquiry, the Committee have visited the district affected by the proposed line, and inspected large areas of the country to be served, and have taken evidence at the principal centres of population, the latter including Goolagong, Pinnacle, Ooma, Mulyandry, Wirrinya, and Forbes.

The proposed railway is regarded locally as a necessary connecting link between the Forbes-Stockinbingal and Orange-Cowra-Young lines, and also as a means of developing an area of approximately 200,000 acres of rich agricultural and mixed farming



farming land. A number of estates of from 5,000 to 7,000 acres are suitable for cutting up, but apart from these the country has been well subdivided, and the class of development following the construction of the proposed line would be additional to that already in existence, namely, agricultural, grazing, dairying, and fruit-growing. At present dairying is in its infancy, but gives promise of development. Areas of considerable extent have been made available for the plough, although the cost of transportation is stated to retard the production of wheat and lucerne, for the latter of which the river flats of the Lachlan are eminently suitable. Timber of good quality, it is stated locally, can be secured in all stages of growth, including ironbark sleepers, a number of which were obtained from the district for the construction of the Canowindra-Eugowra line.

Pinnacle and Ooma, which embrace Soldiers Settlement Purchase areas of 48 farms, are suitable for wheat-growing, and are being utilised for this purpose. The production, however, is limited on account of cost and loss of time in haulage. A number of settlers are stated to be unable to put their holdings to the fullest use for want of more convenient railway facilities, and it is considered that, in the event of railway construction, the present output will be more than doubled.

In the neighbourhood of Mulyandry, south-east of Forbes, there is first-class arable and grazing country, of which 70 to 80 per cent. is considered, locally, to be suitable for wheat cultivation. As in other portions of the area to be served, the average holdings in the Mulyandry district are regarded as too small for comfortable living areas, and should be increased to 800 and 1,000 acres. The average wheat yield of the district is 15 to 20 bushels to the acre, and the area usually under crop, it is stated, would be greatly increased with reasonable access to market. At present most of the produce is conveyed to Gareema—a distance of 14 to 15 miles. From less favoured portions of the district south of the proposed line, however, the cartage distance is greater, being approximately 19 miles to either Grenfell or Wirrinya.

A few miles distant from Mulyandry is the Ooma Soldiers Settlement, upon which agricultural pursuits are being followed upon areas averaging 600 acres. In 1923 from 18,000 to 20,000 bags of wheat were despatched from the settlement to Gareema, the average yield being 15 bushels from unfallow and 21 from fallowed land. Construction of the proposed line would bring the settlement to within 5 miles of railway communication and, it is asserted, would lead to at least 25 per cent. increase of production. The cost of cartage is stated to be 1s. 3d. per bag for wheat, and 15s. per ton for manure.

To the east of Wirrinya, the suggested junction of the proposed line with the Forbes-Stockinbingal line, and for 18 miles in the direction of Goolagong, the country is principally of agricultural character, consisting of comparatively small holdings, the largest containing 3,000 acres. In an average season the output of wheat is from 10 to 18 bushels per acre, most of which is carted to Wirrinya siding over roads which, principally in winter, are difficult to negotiate. The cost of carriage varies according to distance up to 1s. a bag. During the last ten years, as the result of the construction of the line referred to there has been a marked increase in the wheat yield within its influence, and this, according to local evidence, would be still further increased with extended railway facilities. The district generally is subjected to periodical droughts, which are stated to occur once in five years.

Information supplied the Committee at Forbes shows that outside a radius of 10 miles from existing lines are 133 holdings, of which 83 range from 100 to 1,000; 21 from 1,000 to 2,000; 12 from 2,000 to 3,000; 10 from 3,000 to 5,000; 5 from 5,000 to 8,000, and 2 from 8,000 to 11,000 acres. The local experience of late years is that in spite of the area affected being eminently suitable for wheat production there has been a marked decrease in cultivation; and it is naturally assumed that with railway construction, which will enable the producer to avoid the existing unmade roads, and to place his wheat, &c., upon the trucks within a reasonable period, great development will follow. The average annual wheat yield is estimated at from 15 to 18 bushels to the acre, and the grazing country, improved, at a sheep to the acre. The bulk of the latter country is described as suitable for cultivation, and wheat-growing, it is stated, would largely follow upon railway construction. Generally the evidence submitted at  
Forbes



Forbes corroborates the statement contained in the statutory report of the Railway Commissioners to the effect that the construction of the proposed line will greatly benefit 37,000 acres of estates resumed for Closer Settlement, now including the Soldiers Group Purchase areas of Pinnacle and Ooma, inasmuch as it will reduce the cartage distance by two-thirds, and bring the whole within such distance as will enable the farmers to make a return trip to rail in one day, which cannot be done under present conditions.

#### CONCLUSION.

8. In arriving at the conclusion that it is not expedient the proposed railway be constructed, the Committee have been influenced by the fact that the area to be served, compared with others much less favourably situated from a railway connection point of view, is not suffering to any great extent from lack of railway facilities.

Latterly the zone of railway influence over wheat-growing country has been reduced from 20 to 12 miles; and notwithstanding this reduction, the area beyond 12 miles of railway communication in the present instance consists of a triangular-shaped block of 83,500 acres only, the bulk of which is not more than 16 miles from existing railways.

Reference has been made during the inquiry to the disabilities under which the producers of the Soldiers Settlement areas of Ooma and Pinnacle are labouring under existing conditions of transport. In this connection it may be pointed out that the whole of Ooma and the greater portion of Pinnacle are within a 12-mile zone of existing railway communication. Much of the former settlement is not more than from 6 to 8 miles distant, and what the settlers appear to be principally suffering from is badly constructed roads for the conveyance of produce, and the smallness of their holdings. The latter—in a district in which from 800 to 900 acres are regarded as a living area—average 690 acres.

For the reasons mentioned the Committee are of opinion that from a developmental point of view the expenditure involved in the construction of the proposed line is not warranted.

#### RESOLUTION PASSED.

9. The Resolution passed by the Committee is shown in the following extract from the Minutes of Proceedings:—

Mr. Dick moved, "That in the opinion of the Committee it is not expedient the proposed railway from Goolagong to Wirrinya, as referred to them by the Legislative Assembly, be constructed."

Mr. Doe seconded the motion, which was passed.

W. T. DICK,  
Chairman.

Office of the Parliamentary Standing Committee on Public Works,  
Parliament House, Sydney, 8th November, 1924.







# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## MINUTES OF EVIDENCE.

### RAILWAY—GOOLAGONG TO WIRRINYA.

TUESDAY, 19 FEBRUARY, 1924.

Present:

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.  
BRIAN JAMES DOE, ESQ.  
DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to consider the expediency of constructing a line of Railway from Goolagong to Wirrinya.

Thomas Bryce Cooper, Under Secretary, Department of Public Works, sworn, and examined:—

1. *Chairman.*] Will you read the Departmental statement respecting the proposed railway?—Yes, it is as follows:—

#### PROPOSED RAILWAY FROM GOOLAGONG NORTH TO WIRRINYA.

Estimated cost, £321,570, or £7,478 per mile, exclusive of land and compensation.

Length, 42 miles 40 chains.

Ruling grade, 110 against the load and 100 with it.

Sharpest curve, 20 chains radius.

On 20th December, 1923, the Secretary for Public Works and Minister for Railways and State Industrial Enterprises (Hon. R. T. Ball, M.L.A.) moved, in the Legislative Assembly, "That it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon the expediency of constructing a line of railway from Goolagong (North) to Wirrinya."

Question resolved in the affirmative.

Following is the official description of the line:—"This proposed railway commences at a point on the branch line, Canowindra to Eugowra, at the eastern end of Goolagong North Station, at 260 miles 20 chains from Sydney, and proceeds in a south-westerly direction and crosses the Lachlan River, on the southern side of which it takes a more westerly bearing and passes through the village of Goolagong at 265 miles; from 266½ miles to 271½ miles a north-westerly direction is taken, thence a generally south-westerly bearing is resumed. Mulyandry Creek is crossed about 276 miles, Ooma or Boyd Creek at 286 miles, and terminates at 302 miles 60 chains from Sydney via Cowra by a junction with the existing line from Stockinbingal to Forbes, about 40 chains on the northern side of Wirrinya Station.

"The works are light, with the exception of the bridge over the Lachlan River. The ruling grades are 110 against the load and 100 with it. The sharpest curve is 20 chains radius."

The Railway Commissioners' Statutory Report is dated 7th December, 1923, and is as follows:—

#### "PROPOSED RAILWAY FROM GOOLAGONG NORTH (CANOWINDRA-EUGOWRA LINE) TO WIRRINYA, ON THE FORBES-STOCKINBINGAL LINE.

"In accordance with the request of the Minister for Railways, and in pursuance of the provisions of the Public Works Act, 1912, the Commissioners beg to submit their report on the abovementioned proposal.

† 35317—A

"The length of this proposal is 42½ miles, plus 70 chains of duplication. The ruling grade is 1 in 110, and minimum curve 20 chains; the estimated cost is £321,570, equal to £7,478 per mile.

"The district through which the line would pass is closely settled by an industrious class of farmer whose holdings are comparatively small, but, owing to the distance of cartage over unmade roads to the present railway stations, cultivation has decreased, although the land is eminently suited for wheat production as well as grazing.

"Commencing at the Goolagong North Station, and taking a radius of approximately 8 miles by map measurement from the existing railway stations at Grenfell, Eugowra, and those on the Forbes-Stockinbingal line, the area to be served is about 230,000 acres, of which 200,000 acres are considered to be good for agricultural production, possessing a 24-inch rainfall annually. Within this area the Government resumed estates to the extent of some 37,000 acres for closer settlement purposes, and the whole of this land was disposed of in sixty-five farms, which includes the soldiers' group purchase areas of Pinnacle and Ooma, comprising forty-eight farms (see information shown in green on the accompanying map). These acquired lands will be greatly benefited by the construction of the proposed line, which will reduce cartage distances by two-thirds, that is to say, from a maximum of 14 miles to a maximum of 5 miles, and as regards the remainder of the area to be served, the whole of the settlement would be brought within such distances as would enable the farmers to make a return trip to rail in one day, which cannot be done under present conditions.

"The location of the proposed line is such as to practically bring within the sphere of reasonable railway communication the whole of the lands lying between the Grenfell, Eugowra, and the Forbes-Stockinbingal line.

"The financial position of the proposal is as follows:—

	£	£
"Estimated cost of construction .. .. .	321,570	
"Interest at 5½ per cent. on above .. .. .	17,686	
"Working expenses .. .. .	5,600	
	23,376	
"Estimated annual revenue .. .. .	7,000	
"Difference .. .. .	£16,376	

"From the above estimate of revenue, a sum of £1,700 should be deducted on account of diverted traffic from existing railway stations.

"With regard to the point of connection with the Forbes-Stockinbingal line, it may be pointed out that, as the working of the traffic will be to and from the direction of Forbes, it would be preferable to have the junction point at Gareema



*Witnesses*—T. B. Cooper, 19 February, and W. Hutchinson, 10 March, 1924.

instead of Wirrinya, as provided for herein. If this proposal were adopted the cost of construction would be reduced and more economical working would also be possible.

The Common Seal of the Railway Commissioners for New South Wales was hereunto affixed the seventh day of December, one thousand nine hundred and twenty-three, in the presence of—

(L.S.) JAMES FRASER,  
Chief Railway  
Commissioner.  
J. H. CANN,  
Assistant Railway  
Commissioner.

“W. JNO. MORRIS, Secretary.”

The Crown Estates (acquired lands) referred to in the above Statutory Report, which would be affected by the proposed railway, are as follows:—

No. on Map.	Estate.	Area.	No. of Farms.
		Acres.	
1	Toohy's Settlement Purchase Area (Promotion) .....	689½	1
2	Tomanbil Settlement Purchase Area (Promotion) .....	1,495	3
3	Walla Walla Settlement Purchase Area (Promotion) .....	3,024½	4
4	Ooma Group Purchase Area .....	26,910	39
6	Pinnacle Settlement Purchase Area (Promotion) .....	412½	1
7	Pinnacle Settlement Purchase Area (Promotion) .....	7,674½	18
8	Pinnacle Group Purchase Area .....	5,843	9

The question of a railway to serve the country south of the Lachlan between the Cowra-Canowindra and the Stockinbingal-Forbes lines was under consideration by the Public Works Committee in 1913 in connection with the inquiry into the Canowindra-Eugowra line. The route then proposed was from Billimari via Goolagong to Grawlin. The Committee, however, decided in favour of the line submitted along the northern bank of the river, it being considered that by the adoption of that route not only would Eugowra and Gooloogong be brought within easy reach of railway communication, but the rich country for many miles south of the river would be served.

The Canowindra-Eugowra line was authorised in 1915 and has since been constructed and opened for traffic.

In October, 1920, the South of the Lachlan Railway League (Mr. T. R. Sharpe, Forbes, Hon. Secretary) wrote through the members for the district, asking the Minister (Mr. Estell) to receive a deputation regarding a proposed railway from

the Canowindra-Eugowra line in the vicinity of Wright's Crossing, to Gareema, on the Forbes-Stockinbingal line, about 14 miles from Forbes, and from thence on to Condobolin or to a point on the proposed Wyalong-Condobolin connection. It was pointed out by the league that the line suggested would pass through a very large tract of first-class agricultural and grazing country eminently suitable for closer settlement, but at present almost undeveloped owing to lack of railway communication; and further, it would practically duplicate that portion of the main Western line from Blayney to Condobolin, and in that respect would greatly relieve congestion over that portion of the line. In reply to this communication, Mr. Estell stated that as soon as funds were available he would ask the Railway Commissioners to have a trial survey made.

In a later communication from the Railway League, it was suggested that the point of connection of the proposed South of the Lachlan railway with the Forbes-Stockinbingal line should be Wirrinya instead of Gareema.

On 4th August, 1922, a deputation comprising Messrs. Buttenshaw and Flannery, Mr. L.A., and representatives of the South of the Lachlan Railway League and the Ooma branch of the Farmers and Settlers' Association, waited on the present Minister (Mr. Ball) to urge the construction of the proposed railway to serve the country south of the Lachlan River. It was stated by the deputation that there were 113 holdings of 132,360 acres, including 24,000 acres under crop, which were not within 10 miles of a railway line. The average distance of these holdings from the existing line was 14 miles and from the proposed route 3½ miles. In his reply Mr. Ball said that a matter to be considered in connection with a new proposal was the expensive survey required; however, he would have an exploration made, and if an estimate could be furnished on the information so obtained he would ask the Railway Commissioners for a statutory report, with a view to referring the proposal to the Public Works Committee.

Subsequently the Railway Commissioners reported that it was practicable to give a reasonably approximate estimate based on an exploration survey and that a statutory report would be furnished accordingly.

In June, 1923, representations were made by the Gooloogong Railway League (Mr. L. S. Pearce, Honorary Secretary) that the most suitable route for the proposed railway would be from North Gooloogong, crossing the Lachlan River at Goolagong instead of at Wright's Crossing.

The Railway Commissioners, to whom the matter was referred, concurred in this suggestion, and the Minister then decided to refer the proposed railway as now submitted to the Public Works Committee for investigation and report.

Plans, &c., herewith. Further information in regard to the proposed railway, including details of estimates, will be placed before the Committee by the Railway Commissioners' officers.

MONDAY, 10 MARCH, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.  
BRIAN JAMES DOE, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Goolagong to Wirrinya.

William Hutchinson, Chief Engineer for Railway and Tramway Construction, Department of Railways, sworn, and examined:—

2. *Chairman.*] Have you a statement to make?—Yes, but before coming to my statement I would like to say that, in putting the estimate before the Committee, it is not based on actual survey, as a survey has only been made

of about 4 miles of the line, where it crosses the Lachlan River and along the heaviest portion of the route. For this length the estimate is correct, but for the rest of the line an exploration only was made, and the estimate is based on the results of that exploration. It will thus be seen that the estimate can only be looked upon as an approximation, but is probably near enough for the purposes of the Standing Committee,



Witness—W. Hutchinson, 10 March, 1924.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.—CONSTRUCTION BRANCH.

GOOLAGONG TO WIRRINYA RAILWAY.

STATEMENT showing Estimated Cost of a single line of Railway, with 60-lb. rails, earth ballasted. Length of line 42 miles 40 chains, plus 70 chains duplication. Ruling grade 1 in 100 with load, 1 in 110 against load. Minimum curve 20 chains radius.

Description of Work.	Estimated Cost.	Summary.	Average per mile.
	£ s. d.	£ s. d.	£
Earthworks .....	44,000 0 0	.....	1,023
Minor bridges .....	29,600 0 0	.....	688
Large bridge over Lachlan River .....	18,400 0 0	.....	428
Do do Ooma Creek .....	4,420 0 0	.....	102
Level crossings, &c. ....	13,750 0 0	.....	320
Permanent-way .....	59,250 0 0	.....	1,378
Do freight .....	1,840 0 0	.....	43
Sleepers.....	£33,630 0 0		
Ballast, earth .....	11,920 0 0		
Do stone .....	170 0 0		
Platelaying .....	7,570 0 0		
	53,290 0 0		1,240
		224,570 0 0	5,222
		18,330 0 0	426
Station works .....			
Station buildings—Offices and closets, £2,500 ; platforms, £1,680 ; loading banks, £2,460 ; goods shed, £400 ; trucking yards, £800 ; station-master's house, £1,000 .....		8,840 0 0	206
Telegraph .....		4,350 0 0	100
Mile-posts .....		172 0 0	4
Water supplies.....		8,000 0 0	186
Junction and signal arrangements .....		5,500 0 0	128
Equipment of gangs .....		625 0 0	15
Maintenance of traffic.....		2,150 0 0	50
		272,517 0 0	6,337
Engineering, H.O. and contingencies, 18 per cent. ....		49,053 0 0	1,141
Total estimate .....	£	321,570 0 0	7,478

Average cost per mile, £7,478.

There was a hurry to get this line through, and it was thought the cost of the survey was not warranted, but for the bridge over the Lachlan, which is an important structure, and for a portion of the line that is a little rough, the actual survey was made. Then the Commissioners asked me if I could give an approximate estimate, taking that date and the exploration on the rest. This I have done.

3. *Mr. Doe.*] In the case of the earth ballasting, are these lines estimated on the earth ballasting basis because there is no stone available?—No; it is a matter of economy. We are not ballasting any of the pioneer lines with stone, even if stone is available, because stone is very much more costly and would run into thousands of pounds, whereas earth ballast, which used to be 30s. and is now about 70s. a chain, does very well where the rainfall is under 30 inches.

4. In the matter of maintenance of earth ballasted lines, do they take much more packing than the others?—No, the maintenance is economical because the stuff is always there; you can just pick up the stuff and pack it in; of course after a week or two of wet weather it is different, but you

have to put up with that. The earth ballasted railways I may say, have acted admirably.

5. In the matter of the life of the sleepers, how does it compare with stone ballasting?—The probability is that the stone ballasted sleeper will last longer than the earth ballasted. I could not say exactly to what extent. The reason is that with stone ballast the sleeper would probably be better drained.

6. *Mr. Travers.*] Are the bridges over the Lachlan River and over Ooma Creek steel bridges?—Yes.

7. The minor bridges would be of wood?—No, the minor bridges would be of steel. We have given up wood altogether. Spans up to 30 feet on pioneer lines we can build with rolled joists. A section of rolled joist varies from an 8-feet span to 30 feet, and we have a number of rolled steel joists and simply use them when the opportunity occurs. In the long run the cost is much cheaper because the maintenance is practically nothing. The maintenance of timber work, especially in the dry interior, is very serious in the bridges.



MONDAY, 24 MARCH, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.FRANCIS MICHAEL BURKE, Esq.  
WILLIAM CAMERON, Esq.

BRIAN JAMES DOE, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Goolagong to Wirrinya.

Charles Austen Hodgson, Chief Traffic Manager, Department of Railways, sworn, and examined:—

8. *Chairman.*] Have you a statement to make regarding this proposal?—Yes. The following is a copy of my report to the Commissioners dated 5 December last:—

The length of this proposal is 42½ miles, plus 70 chains of duplication. The ruling grade is 1 in 110 and minimum curve 20 chains; the estimated cost is £321,570, equal to £7,475 per mile.

The district through which this line passes and serves, is closely settled by an industrious class of farmer, whose holdings are comparatively small, but owing to the distance of cartage over unmade roads to the present railway stations, cultivation has decreased, although the land is eminently suited for wheat production as well as grazing.

Commencing at the Goolagong North station, and taking a radius of approximately 8 miles by map measurement from the existing railway stations at Grenfell, Eugowra, and those on the Forbes-Stockinbingal line, the area to be served is about 230,000 acres, of which 200,000 acres are considered to be good for agricultural production, possessing an average 24-inch rainfall annually. Within this area the Government resumed estates to the extent of some 37,000 acres for closer settlement purposes and the whole of this land was disposed of in 65 farms, which includes the soldiers' group purchase areas of Pinnacle and Ooma, comprising 48 farms. See information shown in green on the accompanying map. These acquired lands will be greatly benefited by the construction of the proposed line which will reduce cartage distances by two-thirds, that is to say from a maximum of 14 miles to a maximum of 5 miles, and as regards the remainder of the area to be served, the whole of the settlement would be brought within such distances as would enable the farmers to make a return trip to rail in one day, which cannot be done under the present conditions.

The location of the proposed line is such as to practically bring within the sphere of reasonable railway communication, the whole of the lands lying between the Grenfell, Eugowra, and the Forbes-Stockinbingal line.

The financial position of the proposal is submitted below:—

Estimated cost .....	£321,570
Interest at 5½ per cent on above .....	£17,686
Working expenses .....	5,690
	23,376
Estimated revenue .....	7,000
Difference .....	£16,376

From the above estimate of revenue, a sum of £1,700 should be deducted on account of diverted traffic from existing railway stations. I desire to further point out that as the working of the traffic will be to and from the direction of Forbes, it would be preferable to have the junction point at Gareema, instead of Wirrinya, which will result in less cost in construction owing to its shorter length and lead to more economical working. To accomplish this, only a slight deviation would be necessary to admit of the line following Travelling Stock Reserve No. 1701 into Gareema.

9. Although the interest charges on this line are pretty high, the estimated revenue allowing for diversion of traffic from the existing line, is only just under working expenses?—Yes. The financial position is not too good. It is a very grave question whether the country can afford the line at the present time, but that is hardly a matter with which I can deal.

10. *Mr. Doe.*] Is the position likely to improve after the railway has been built?—I think it would. All these lines which run through agricultural districts do improve.11. *Mr. Burke.*] From the business point of view you are not prepared to recommend any line which may not pay within a reasonable number of years?—I have already been asked that question here, and have replied that in some cases it would be wise from the point of view of the State to construct a line, although it is not going to pay working expenses plus interest. If the construction of a line is going to increase the production of the State very largely, it might pay the State to put up with a certain loss on transport business, in order to get a gain in increased production. If I deal with the question purely from the railway point of view, then of course, nothing is warranted that does not meet working expenses and interest.12. *Mr. Travers.*] Would the route be shortened by ending it at Gareema instead of at Wirrinya?—Yes.

13. Would you expect to get as good results?—Yes.

14. *Mr. Doe.*] Would it leave any country unserved that should be served?—I do not think so.

TUESDAY, 3 JUNE, 1924.

The Committee met at the Council Chambers, Forbes.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Goolagong to Wirrinya.

Hilton Oswald Elliott, farmer, Fairfield, near Forbes, sworn, and examined:—

15. *Chairman.*] Will you describe the country to be served by the proposed railway?—Yes. My holding is about 17 miles south-east of Forbes. I have prepared some figures relating to the number of holdings to be served by the line and their area. The holdings are outside a 10-miles radius of the proposed railway. The figures are as follows:—

Number of holdings within influence of line .....	133
Area, not including Crown lands .....	189,174 acres
Area of Crown lands .....	17,352 acres
Arable land alienated .....	155,652 acres
Number of stock .....	103,578 (horses, cattle, and sheep)

Distance from railway (present line) .....	10 to 20 miles
Average distance .....	14 miles
Distance from proposed route .....	1 to 10 miles
Average distance from proposed route .....	4 miles (nearly)

Holdings in areas from 100 to 1,000 acres .....	83
" " 1,000 to 2,000 " .....	21
" " 2,000 to 3,000 " .....	12
" " 3,000 to 5,000 " .....	10
" " 5,000 to 8,000 " .....	5
" " 8,000 to 11,000 " .....	2

133

Area of holdings .....	189,174
Area under cultivation .....	29,694
Area that can be cultivated .....	155,652
Number of stock .....	103,578



16. Does the distance which those holdings are from the existing railway militate against them being put under closer settlement?—Yes.

17. In the official report submitted to the Committee respecting the proposed line it is stated:—

The district through which the line would pass is closely settled by an industrious class of farmer whose holdings are comparatively small, but, owing to the distance of cartage over unmade roads to the present railway stations, cultivation has decreased, although the land is eminently suited for wheat production as well as grazing.

Is it your experience that land once cultivated has gone out of cultivation because of its distance from the railway?—Yes.

18. Is that decrease marked?—Very marked.

19. Are you of opinion that the construction of the proposed railway would lead to a considerable area of the 155,000 acres being put under cultivation?—Yes.

20. In the official statement there is a further paragraph respecting the acquired lands of Ooma and Pinnacles:—

"These acquired lands will be greatly benefited by the construction of the proposed line, which will reduce cartage distances by two-thirds, that is to say, from a maximum of 14 miles to a maximum of 5 miles, and as regards the remainder of the area to be served, the whole of the settlement would be brought within such distances as would enable the farmers to make a return trip to rail in one day, which cannot be done under present conditions."

Do you agree with that?—Yes.

21. Has the construction of new railways in this part of the State led to the diversion of traffic from the old line to the new?—Beyond Forbes the Stockinbingal line has reduced the amount of produce delivered at Forbes railway station. There are eighty-three holdings, in area ranging from 100 acres to 1,000 acres, outside the 10 miles radius. They are distant from the railway from 10 to 20 miles.

22. How far would they be from the proposed line?—From 1 to 10 miles, or an average of about 4 miles. The need for railway communication is even greater than it was when the Public Works Committee visited the Goolagong District some years ago, because a number of holdings have been cut up. Holdings cut up under the Soldiers' Settlement and Closer Settlement Promotion Act number 75, and are now outside a radius of 10 miles of the railway. Our reason for asking for the construction of the railway is largely to serve those small holders who are essentially wheat growers. Their holdings are not large enough to run sheep on, and they have to cart their wheat a long way. The settlers, particularly the soldier's settlers of Ooma, who are on small areas, find that they cannot compete with advantage with settlers closer to the existing railway. They have difficulty for want of railway communication. Another thing is that those men are debarred from participating in the chaff, hay, and fodder market. The distance which they have to cart produce to the railway takes away the profit. When there is a drought in the western or north-western portion of the State, these settlers further out are at a disadvantage as against settlers closer to the railway in regard to the marketing of hay and chaff. It costs a lot more to cart an acre of hay than it does an acre of wheat. These men are debarred from participating in the Sydney market. Farmers are being instructed by the Agricultural Department that it pays to fallow the land and to go in for rotation of crops. In this district we have the wild or black oats, and the growing of wheat on small areas continuously causes the land to become dirty. If, however, a farmer can grow for hay occasionally the effect is, to a certain extent, to clear his land. The Koorawatha farmers do not have the same trouble with black oats, because they occasionally cut their crops for hay. Small holders cannot afford to pay carriers to cart their wheat, and if they have to cart it themselves they have to use their own horses, which should be working the fallow. Many farmers do not work their fallow as they should, with the result that the next harvest they lose a good deal. They could save about half their time if they had better railway communication, for instead of taking them about six weeks to deliver their grain at the railway station the work could be done in three weeks. Some of these men are 20 miles from the railway.

23. Is it nearly all wheat that is grown in this district?—Yes, up to the present, but this year the district produced a good quantity of oats.

24. Is it regarded as well suited for the growth of oats?—Yes.

25. What is done with the larger areas?—They go in mostly for grazing.

26. What has been the average yield over a considerable portion of the district?—I have grown wheat for many years. Taking the good years with the bad, the average should be 13 to 15 bushels in my district.

27. What will the land carry?—About one sheep to the acre.

28. Do you have many droughts here?—We have dry periods. I should say that there is a drought about once in five years.

29. What are the roads like in the district?—They are unmade.

30. Regarding the suggestion that the proposed line should be deviated to Garema, the Railway Commissioners have stated:

"With regard to the point of connection with the Forbes-Stockinbingal line, it may be pointed out that, as the working of the traffic will be to and from the direction of Forbes, it would be preferable to have the junction point at Garema instead of Wirrinya, as provided for herein. If this proposal were adopted the cost of construction would be reduced and more economical working would also be possible."

Do you consider that the line should go practically along the route as marked on the map, but a little further south to the property of P. Maloy, swinging up the stock route. Would such a railway practically serve as much of the good country as the proposal as submitted to the Committee?—I do not think many of the holdings shown on the map would not be served. There is already a good water supply for railway purposes at Wirrinya. We thought that that might be taken into consideration.

31. The estimated cost of the proposed railway is as follows:

	£	£
" Estimated cost of construction ... ..	...	321,570
" Interest at 5½ per cent. on above ... ..	17,686	
" Working expenses ... ..	5,690	
		23,376
" Estimated annual revenue ... ..	...	7,000
" Difference ... ..	...	£16,376

If there were a reduction in cost it would make the deficiency between the estimated revenue and the annual expense of the line less than they are at present. Do you regard that as being of some importance?—Yes.

32. How are the Ooma and Pinnacles' settlement purchase areas getting on?—Judging from the way the settlers pay their shire rates they are not doing much good.

33. *Camron.*] Is not the Pinnacles area good sheep country?—Yes.

34. What are the areas there?—From about 400 acres to 600 acres.

35. What will that land carry?—About one sheep to the acre.

36. Is that agricultural or hilly land?—There is very little hilly land there.

37. I suppose it would be almost as profitable to grow wool as wheat there under present conditions?—The difficulty is that you cannot change from wheat to wool in a few months. They would have to go out of wheat altogether, and do nothing for about three years with their land, in order to get it into grazing condition.

38. Have they gone in for sheep to any extent?—Very little. They have been trying to practice better methods by fallowing.

39. What road freight do they have to pay?—Furthest away settlers, 6d. bushel—roughly £1 per ton.

40. It seems that in the subdivision of Pinnacles and Ooma the question of wool production was not considered?—No, the holdings are not large enough.

41. Supposing a first-class road were constructed along the route of the proposed railway, which cost considerably



Witnesses—H. O. Elliott and G. D. Bassett, 3 June, 1924.

less than the railway, how would it suit those settlers?—They would not be much better off than they are now. They would not reach the good road until they had travelled the unmade roads. If produce could be carried by motor transport at the same rate as rail I do not think the grower would be at a disadvantage. But he could not afford to pay much more.

42. Is it wise in a climate like this for a farmer to have all his "eggs in one basket"?—No; besides growing wheat, he should run a few sheep.

43. Would you say that a good road through the district affected by the proposed railway would be an acquisition?—It would, certainly.

44. Would it take the place of the railway?—No; although it would give a certain amount of relief.

45. The railway would not produce any more wheat?—I would not say that. We have some large holdings on which wool is grown. If those holdings were closer to the railway, owners would probably grow wheat on some of their land. Wheat used to be grown on much of this land which has been turned over to grazing. If the price of wool went down and the price of wheat went up and there was a railway through the district, it would all be put under cultivation again.

46. *Mr. Mahony.* Where do the Pinnacles and Ooma settlers send their produce?—Some to Garama and some to Wirrinya. A few at the extreme end of the district cart to Grawlin's Plains.

47. I understand there are two holdings in the district to be served, of 8,000 and 11,000 acres. What are they being used for?—Wool-growing.

48. What is a fair living area in the district?—About 800 acres.

49. Are there estates in the district larger than that?—Yes.

50. *Mr. Burke.* Are the 133 holdings to which you have referred occupied at present?—Yes, with the exception of one or two soldier settlers blocks. The area to be served is 189,174 acres, the size of the average holding being 1,419 acres.

51. I gather that the proposed railway, if constructed, would serve existing settlement rather than open up new land?—It would serve a dual purpose. I believe some of the larger holdings would be subdivided.

52. Are there any large holdings included in the 133?—Yes. There are a number, about 400 acres, which would be the smallest.

53. *Mr. Travers.* Given railway facilities, could a man "make good" on 500 acres?—I think so, with a good system of farming.

54. Are the settlers dependent upon their holdings for a living, or do they take on other work?—Most of them depend upon their holdings, and they are endeavouring to go in for a better system of farming. They put in their spare time fallowing and improving the land. A few go out to assist in tank sinking, or to do a little hauling.

55. Going back ten years, would there be the same proportion of small men on, say, 500 acres, as there are to-day?—The number would be greater now, because large holdings have been subdivided, including the Government subdivision.

56. Exclusive of the Government subdivision?—I think there would be no variation.

57. Are the holdings equally divided on the north and south sides of the proposed line?—Yes.

58. Is the country better to the south than it is to the north of the line?—No, it varies little. Of course the river land would be more valuable than the land further away.

59. *Mr. Doe.* Is not fallowing the land the best way to get rid of black oats?—Not altogether. We have "take-all" and we find that the cultivation of Algerian oats is a cure for it. With the railway we could go in for oaten hay. We should get rid of the black oats and the "take-all" by rotation of crops.

60. There were 400,000 bags of wheat at Forbes railway station in the 1915 harvest, but was not that an exceptionally good year?—Yes.

61. How much wheat was delivered there in 1920-21?—It would not be so much. There are some large holdings on which wheat was grown extensively in 1915. The wheat was carted to Forbes, 23 and 24 miles. But they went out of wheat-growing, and there was not so much under crop in 1921.

62. Is this district short of road metal?—Yes, it is not plentiful.

63. *Mr. Travers.* Regarding the Pinnacles purchase area and the 7,674 acres which were cut into eighteen farms, averaging about 430 acres each, why were they divided into such small areas?—I cannot say.

64. Would you say that land is better than that which you have described or is it better than the average country to be served by the proposed railways?—With the exception of the eastern end of the proposed line it is a fair average. The eastern end is river country and is more valuable. The Pinnacles country is a fair average sample.

65. Would much of that land be suitable for lucerne growing?—Not away from the river.

George Douglas Bassett, farmer and grazier, Forbes, sworn, and examined:—

66. *Mr. Burke.* What is your opinion of the land to be served by the proposed railway?—The average rainfall is about 20 inches. South and east it increases to 23 inches to 24 inches. The country is undulating, and compares favourably with the Wagga, Grenfell, Cowra, and other well known wheat districts. With proper cultivation, this land would probably average from 2 to 3 bushels per acre more than the land west of Forbes of any land with under a 20 inches rainfall. The district is already reasonably well settled, but farmers cannot get the best results because they are so far from the railway. If you ask why they went there, it is because they selected land in the early days when it was cheap. They are unable to compete with people close to the railway like myself, who am only 3 miles from Forbes. I have found hay-growing profitable. Last year I sold 1,000 tons to graziers in the drought-stricken areas. We beat Riverina, including the Coolamon people, in price. We could sell our hay cheaper than they could last year. Chaff production is not very profitable more than 8 miles from the railway. At one time I used to spend 3 months carting wheat. There were six of us, who were brothers, on a small holding. We grew wheat, and I know what an advantage it is to be close to the railway. You can put more time into cultivating the land. When the railway went to Canowindra, our yield was increased from 14 bushels to 20 bushels, due to our having more time to go in for better farming methods. Areas should be not much under 800 acres for wheat in this district, because you require to fallow from 200 to 300 acres, and also to be close to the railway. I do not consider the good road proposition any good. The cost of maintenance of a good road would be great. Motor transport is a new business, and, consequently, it is not fair to make a comparison between that and the railway. A good metal road would wear out in ten or twelve years, and it would cost a lot of money to build, especially in a district in which there is a shortage of road metal.

67. Would the construction of the proposed line have any effect on the town of Forbes?—If more is produced on the land it would certainly help the town.

68. Does this land compare favourably with the Riverina?—Yes, and as far as the quality of the wheat is concerned it compares favourably with any wheat land in New South Wales.

69. Is the production as good?—It is not quite as good as it is in some districts, but this area has to some extent been neglected from a wheat-growing standpoint. Its average would be quite as good as that for any part of New South Wales.

70. Is the yield per acre as good?—There are some special spots in the Riverina that may beat us a little.

71. Do the local seasons compare favourably with those of the rest of the State?—East of Forbes they do. I do



*Witnesses*—G. D. Bassett, J. D. Low, and L. Clemens, 3 June, 1924.

not think you could find better undeveloped land in New South Wales than that in the district to be served by the proposed railway.

72. What is the average price of land along the proposed route?—Not a great deal has changed hands, but I should say it is from £5 to £6 per acre freehold.

73. Are the holdings large along the route of the railway?—Further out some are.

74. Is that because it does not pay to cut them up?—Yes, under present conditions. In the Canowindra district the large areas were subdivided when the railway was constructed. I have always advocated that the Government should resume large estates for settlement when they are required.

75. What area do you hold?—About 4,000 acres of freehold. I have from 1,200 to 1,300 acres under crop. In one year I had 1,700 acres under wheat.

76. What is a fair distance to cart wheat? Not farther than 10 miles.

77. What is a fair living area in your district?—800 acres. The overhead charges are not so much on an 800 acre property as they are on a 500 acre property.

78. How much of an 800 acre farm could be put under cultivation?—About 400 acres. If any district in New South Wales warrants the construction of a railway this one does. I consider the district compares more than favourably with other districts.

79. Do you consider that the estimated loss on the line would be made up in a few years?—Yes, especially if it were continued west to Lake Cowell and connected with the Broken Hill line. That would go a long way towards making it pay for itself.

80. Do you believe that the land along the route of the proposed line is not being cultivated to its limit because of want of railway communication?—Yes.

81. Do you endorse Mr. Elliott's evidence?—Yes.

John Davidson Low, farmer and grazier, Forbes, sworn, and examined:—

82. *Mr. Doe.*] What is the area of your holding?—I have 200 acres near Forbes and have an interest in other land. I am growing lucerne on my 200 acres, which is irrigated. I have got six cuts and nearly 2 tons to the acre. There are thousands of acres on the river suitable for lucerne-growing.

83. Where do you find your market for lucerne?—Mostly north. Some we send to Sydney. A lot of this lucerne land is within the influence of the proposed line. It can be had all the way from Goolagong.

84. What is your opinion of the suggested deviation to Garema?—In order to get there I think the line would have to pass through a lot of flooded country. The overflow from the Lachlan spreads over a good deal of that district. The route of the proposed railway traverses higher ground. The flood waters extend out to Garema.

85. Is there lucerne land about Garema?—A lot of it will grow lucerne. The proposed railway would open up a lot of good country and would benefit the whole district. I do not look to it benefiting Forbes. It would bring business to other places. Ten miles is quite far enough to cart wheat. If a farmer is more than 10 miles from a railway it means that he cannot start in the morning and get home the same day. Much of the land within the influence of the proposed line is more suited for wheat-growing than for grazing. It is true that several of the big farms which were growing thousands of acres of wheat went out of wheat because haulage to the railway was too expensive. In my opinion the railway should be extended to the north of Lake Cowal to join up with the railway at Womboyne. Large holdings of 16,000 and 20,000 acres should be resumed before the railway is built. Then the

Government and not the landholder would get its quota for building the line. I prefer the Wirrinya connection because there is a 30,000 or 40,000 yard tank there with a good water supply, and it is essential that a good supply be available.

86. What size are the larger holdings within the influence of the proposed line?—From 5,000 to 7,000 acres.

87. Have you grown any wheat?—Yes. I grew wheat 28 miles from Forbes.

88. Do you consider that a railway from Goolagong to Wirrinya would serve the country north and south as well as fairly dividing it?—Yes. The only way to properly settle that country is by constructing a light line as a feeder to other lines.

89. What is a reasonable living area in the district?—900 acres. To go in for mixed farming a fairly large area is necessary. Besides growing wheat we require to have a few sheep.

90. *Mr. Cameron.*] What capital would a man require to finance a 900 acre farming proposition in this district?—A decent sheep would cost £2, but he could start with 100 sheep.

91. Is not settlement of the description that you have mentioned a question of capital?—Yes.

Luke Clemens, bank manager, Forbes, sworn, and examined:

92. *Mr. Mahony.*] Will you tell the Committee why you support the proposed railway?—I support it from a national standpoint. I have no personal interest in it, but I know the conditions existing in the area to be served. One of the biggest problems which the Government has to determine is the stoppage of the drift from the country to the city, and I regard the proposed railway as an important factor in preventing that drift in this part of the State. I unhesitatingly say that unless the settlers at present in the district affected by the proposed line find better facilities for getting their produce to market there will be a decrease of revenue on the existing line from the carriage of wheat, because these men will gradually go out of wheat-growing. On the other hand, if we can make those men satisfied and assist them to make a success of their farms, they will stay on the land and encourage others to go there. We have examples of men going off their areas to town to live. They have become full up of the land. They have had a hard row to hoe.

93. Do you consider this district a sound one?—There is not a shadow of doubt about it. It is one of the soundest districts in Australia.

94. Are the settlers in this district prosperous?—I would not call them that, because really they have not yet had a chance. They have had so much up-hill work to do and so little to do it on. They are a good type, capable of doing well.

95. Is the drawback in the want of facilities to get their produce to market?—Yes.

96. Have settlers given up their homes because there were not sufficient means of transport for their produce?—I could not answer that question satisfactorily. I have been in the district only three years, but I know that the majority of the settlers are new. They are now practising better farming methods.

97. *Mr. Cameron.*] What is the yield in the district? I regard four bags to the acre as not a high estimate, and as better farming methods are adopted the yield will be increased. If 30,000 acres were put under wheat the return would be 20,000 bags, and at 5d. per bushel freight would amount to £7,000. The area under cultivation would be increased, and I am sure that it will not be many years before the area is doubled. These men will have to depend mainly on wheat-growing.



WEDNESDAY, 4 JUNE, 1924.

[The Committee met at the Store, Wirrinya.]

Present:—

The Hon. W. T. DICK (CHAIRMAN.)

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Goolagong to Wirrinya.

Charles Thomas Russell, farmer, Rosehill, via Forbes, sworn, and examined:—

98. *Chairman.*] Is your holding far out?—7 miles. I have 575 acres.

99. Do you know the country 8 miles east?—Yes, it is good agricultural land. I have resided in the district for 28 years.

100. What has been your yield?—In an average season, 15 or 16 bushels.

101. Is the district subject to periodical droughts?—We get dry periods, I suppose, four times in 20 years.

102. Have you had a failure in any year?—Yes.

103. What area do you usually crop?—About 250 acres.

104. It has been stated that some of the farm areas in this district are too small to provide a comfortable living. What is a fair area?—Not less than 800 to 1,000 acres.

105. Is your place near the Pinnacles subdivision?—6 or 7 miles away.

106. Do you run any stock?—No, my area is not large enough.

107. What is the carrying capacity of your district?—About one sheep to a sheep and a half.

108. Do you do your own carting?—Yes, it costs me 1d. a mile per bag.

109. Does that rate prevail 15 miles out?—For a longer distance they make a slight reduction.

110. What are the roads like in this district?—In winter they are fairly heavy; in summer they are in good order.

111. Are there any fairly large estates in your neighbourhood?—The largest would be 3,000 acres.

112. What are they used for?—Grazing.

113. Is the land suitable for subdivision into 800 or 1000 blocks?—It was recently subdivided and repurchased.

114. Has wheat production in the district increased in the last 10 years?—Considerably.

115. Is that the result of the construction of the Forbes-Stockinbingal line?—Yes.

116. It is suggested that a deviation should be made towards the Forbes-Stockinbingal line from a point where the stock route is shown on the map; then to run to Garema. Would such a line serve the bulk of the agricultural country not now served by the Stockinbingal railway?—I do not think so. It would leave the southern portion unserved. I think that is known as the Red Creek country.

117. Would any considerable area be left unserved that would be served by the Wirrinya connection?—This line would serve more country conveniently. Ninty per cent. of the land through which the line would pass is agricultural. Most of the holdings on the Pinnacles and Ooma estates are small. Many small holdings are 18 miles from the railway. Their nearest siding is at Garema. It is difficult to make a living off such small holdings so far from the railway. Farmers would have more time to devote to up-to-date farming.

118. Do local farmers show a disposition to adopt modern farming methods?—Yes. If they had nearer railway communication they would go in for up-to-date methods.

119. Is there a general opinion amongst farmers of the district that the Wirrinya connection is the most suitable to join up with the Forbes-Stockinbingal line?—Many farmers favour that connection.

120. *Mr. Doe.*] Do you know the country between Garema and the stock route?—Yes, the bulk of it is clayey and fairly heavy. It is nearly all wheat country. It is low-lying with a clay sub-soil.

121. Is there much black soil out that way?—Not close.

122. Would the line serve as good country as would a line from the stock route to Wirrinya?—By diverting a line from the stock route towards Wirrinya you would enter black soil.

Joseph Hosken, farmer, Backmarsden-road, near Forbes, sworn, and examined:—

123. *Mr. Burke.*] Do you favour the construction of a railway from Goolagong to Wirrinya?—Yes, it would be of much advantage to the settlers between those two places. I had 750 acres, but have recently acquired another 600, making my area about 1,400 acres. My place is 5 miles from the railway. I had 450 acres under wheat last year, and am grazing.

124. Is your second holding adjacent to the original holding?—It is about 3 miles away. About 400 acres of the new block is agricultural.

125. How far out from here do you know the country?—For 15 or 16 miles. It is first class agricultural land.

126. How long have you resided in the district?—Five years.

127. Have you had experience of carting to the railway?—I have not paid for it to be done, but I have carted a good deal for other people. 10 miles is quite far enough for a farmer to cart wheat to the railway.

128. Out for 16 miles, are the holdings fairly large?—They are about 400 or 500 acres.

129. What is a fair living area in the district?—1,200 to 1,400 acres. You require sufficient land to go in for mixed farming.

130. Do you think that the line if constructed should ultimately link up with Wamboyne?—Yes, a line from Wirrinya to Wamboyne would go through better country than would a line from Garema. Out from Garema the land is of a heavy puggy nature, not suitable for agriculture. On the Wamboyne line for 25 miles 75 per cent. of the land is suitable for wheat.

131. Do you consider that the proposed railway would pay in a reasonable time?—I think it would. Since I have been here the population has increased 400 per cent. or 500 per cent. along the route of the railway. A holding of 25,000 acres has been subdivided. That would accommodate about 20 settlers within a radius of 10 miles of the railway. The line would induce the Government to cut up larger estates further on.

132. *Mr. Mahony.*] On which side of the Forbes-Stockinbingal line is that 2,500 acres?—The western side.

133. Is it within the influence of the proposed line?—No.

134. According to the map it is already served by the Forbes-Stockinbingal line?—It is within 10 miles of the nearest point. Some holdings would be 15 or 20 miles away. It would be on the line to link up with Wamboyne.

135. *Mr. Doe.*] What is the name of that estate?—Tregalana.



WEDNESDAY, 4 JUNE, 1924.

[The Committee met at the Public Hall, Pinnacles.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.

BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Goolagong to Wirrinya.

Dennis Hoctur, farmer, near Grenfell, sworn and examined:—

136. *Chairman.*] Is your holding far from here?—Six miles south. I have 420 acres, and am growing wheat, which I truck at Gareema siding, 18 miles from the farm.

137. Why do you not go to Wirrinya?—It would be no nearer.

138. How long have you occupied that land?—This is the eleventh year. I have averaged 21 bushels off fallow.

139. What area do you put under wheat?—About 200 acres.

140. Is 420 acres a living area?—Not so far away from the railway.

141. Are there neighbours in your district holding a similar area?—Some do, and those to the south-east of my place hold 1,800 acres. My holding is on a part of the Pinnacles settlement purchase area. We are too far from the railway to grow hay for market. I have to fallow my land and get my wheat carted, which costs me 1s. 3d. per bag.

142. What is the average rainfall in your district for eleven years?—Twenty-two or 23 inches.

143. What is your opinion of the suggested deviation along the stock route to Gareema?—It would suit me and my neighbours as well as the proposed line, but I am satisfied with the proposal to go straight to Wirrinya.

144. Have you had a total failure of crop during your eleven years in the district?—Most of my failures were due to rust. It is good wheat land.

145. What percentage of the land around your holding is suitable for wheat-growing?—Practically the whole of it.

146. Have you experience of wheat growing in other parts?—Yes, in Riverina, and I believe my land is as good as Riverina land. I came here under the impression that I should be 5 or 6 miles from the Forbes-Stockinbingal line. I came from Victoria, and I shall have to give up my block if we do not get the railway. It is not large enough. Some of my neighbours are in the same position.

147. Is there a disposition amongst your neighbours to practise up-to-date farming methods?—Yes, by fallowing and fertilising the land. I use up to 1 cwt. of fertiliser to the acre. Some of my neighbours put in a good deal of their time carting wheat, and consequently they have to neglect their fallow.

Thomas Harold Heathcote, farmer, Woodlands, The Pinnacles, sworn and examined:—

148. *Mr Mahony.*] What area do you hold?—414 acres. I grow wheat and have been there eleven years.

149. Do you support a line to Wirrinya?—Yes. My holding is not large enough. If I were nearer the railway I would farm the land more intensely and grow crops for hay.

150. Do your neighbours hold about the same area as yourself?—Yes, from 400 to 430 acres.

151. Is any of the land in your district going out of cultivation?—No. We have to go on.

152. What proportion of your land can you put under wheat?—From 200 to 250 acres. I fallow the land.

153. Where is your nearest point on the railway?—At Wirrinya.

154. Do you do your own carting?—Yes. This year owing to shortage of funds I was not in a position to hire anybody, so I had to do the carting myself, and my farm was neglected.

155. Is your farm far from here?—It is about 2 miles from The Pinnacles.

156. During the eleven years you have been here have you had any failures?—No.

159. Would you go in for hay if the line were constructed?—Not exclusively.

158. Do you consider that 440 acres is sufficient for a living area?—As I am situated at present it is a bare existence.

159. What would be a living area with the construction of the railway?—600 acres.

160. Is your land similar to other land in the district to be traversed by the proposed line?—Yes, it is practically all the same.

161. *Mr. Mahony.*] What has been your average yield?—Over eleven years, 14 or 15 bushels.

John Grant Simpson, farmer *via* Grenfell, sworn, and examined:—

162. *Mr. Travers.*] What area have you?—403 acres. I am farming and running a few sheep. I lease another area of 400 acres.

163. Which is your nearest railway station?—Wirrinya but the road is not suitable. I cart wheat to Gareema.

164. How long have you been on your holding?—This is the 11th season. My place is 4 miles south of the proposed line.

165. Are you able to make a reasonable living on 403 acres?—No. I am handicapped. When we first came here we carted to Forbes, then to Grenfell, and now we cart to Gareema. With a reasonable harvest it takes six weeks, and your fallowing goes to pot. I bought a tractor but it did not pay me because railway facilities were too far away.

166. How far is your property from Gareema?—About 13 miles by road.

167. Could you do it in one day?—Yes, by working nineteen or twenty hours. The comparatively small yields in the district have been due to want of proper working.

168. What has been your yield?—About 18 bushels.

169. Is the average farm in your district about 400 acres?—Practically it is.

170. What was the reason for making them so small?—When we took up land it was supposed that a line would be constructed through the district, and we thought we should be only 4 miles away. That was the Forbes-Stockinbingal line. But they made a deviation and swung the line further west.

171. What subdivision was it?—The Pinnacles Estate. It was divided into two portions. At the south end the areas are 400 acres, but at the north end they run from 450 to about 600 acres.

172. Was it a private subdivision?—It was handled by private men, but the Savings Bank advanced the money. It was cut up under the Closer Settlement Promotion Act.

173. What did it cost?—£5 12s. per acre unimproved for the land I am on. It was only rung.

172. What would the land be worth for 5 miles around your place?—It is similar land. It is worth about the same as when we went on it. Improvements count for nothing without the railway. When I had spent £4 per acre on improving the land I could get nothing more than what I paid for it.

175. Has land in your district changed hands within the last four years?—Not in this area.



Witnesses—J. G. Simpson, R. J. Matchett, W. Haynes, W. E. J. Harrison, and F. C. Crago, 4 June, 1924.

176. What did the Pinnacles Soldiers Settlement land average?—I understand about £6 10s. per acre.

177. Improved?—It was more improved than the other land.

178. What is a living area in your district? A man could make a living on 400 acres, but it would be just a living. Last year I had to pay £1 a ton to get chaff carted.

179. Are you likely to continue under present conditions?—No, if I cannot get railway facilities I am going to put my place on the market.

Richard John Matchett, farmer and grazier, Nangwarrie, via Grenfell, sworn, and examined:—

180. *Mr. Doe.*] Is yours a large holding?—I have 5,000 acres of secured land and 4,000 acres of Crown land. I lease about 3,500 acres belonging to my sister and brother-in-law. My land adjoins Ooma Soldier Settlement. Without the railway, agriculture is almost impossible, although this year I have 900 acres under wheat and oats. Some years I have had 1,500 acres in, but the distance from rail and the high cost of cartage makes wheat-growing unprofitable. All my wheat-growing is done on the share system. Four-fifths of my land is suitable for agriculture. Unless we get the railway we cannot continue wheat-growing and shall have to revert to grazing. I have had experience of wheat-growing in Riverina and I prefer this district. At Holbrook for four years out of five we got poor crops owing to excessive rain. I believe wheat-growing is a safer proposition in this district.

181. Do you propose to subdivide your property if the railway is constructed?—I would not say that; I should be more inclined to go in for agriculture.

182. What is a living area in your district?—About 750 acres.

183. What has been your average yield over ten years? About fourteen to fifteen bushels.

184. Is your average yield increasing or are you doing better than you used to?—No, the yield has not increased.

185. What is your opinion of the suggestion to take the line to Gareema instead of Wirrinya?—I think the Wirrinya connection would serve the country best.

186. What is the value of agricultural land in this district?—About £4 10s. per acre.

William Haynes, farmer, Ooma, via Pinnacles, sworn, and examined:—

187. *Chairman.*] How far is your holding from Wirrinya?—24 miles. I have 912 acres. I am growing wheat and running a few sheep. I send my wheat to Grenfell, 16 miles.

188. What distance are you from Gareema?—Sixteen miles. But it is a better road to Grenfell.

189. What has been your average yield?—For twenty-three years about 12 bushels, although the highest yield was 24 bushels. In that time I have had one total failure.

190. Do you agree that the district is fairly safe?—Yes, with fallowing.

191. Is 400 acres too little for a living area in this district?—Yes.

192. What is the carrying capacity of the country?—About one and a half sheep to the acre.

193. What is a living area in your district?—900 acres.

194. Is 1,200 to 1,400 acres on the big side?—Yes.

195. What is the average rainfall?—About 20 inches.

196. Is any dairying carried on?—No. The country is not suitable for dairying. It is wheat or sheep country.

197. Would a deviation at the stock route to Gareema serve as effectively the greater portion of the country to be served by the Wirrinya proposal?—No. The district south of the stock route would be left unserved.

William Edward John Harrison, farmer and grazier, Ooma, via Grenfell, sworn, and examined:—

198. *Mr. Travers.*] Where is your property situated?—The line practically goes through it. I hold 1,543 acres,

and have been there two years. I have 600 acres under wheat this year, and contemplate putting more in.

199. How far are you from the nearest railway?—About 12 miles from Gareema.

200. What was your yield last year?—About 6 bags. From 10 to 12 miles is too far to cart wheat to the railway. It means that you have to work too hard at night. If you are more than 6 or 7 miles from the railway it does not pay you to grow for hay, because the cost of cartage is too great. Often it might pay you better to cut for hay.

201. What had you in mind when you took up your property?—I had been share-farming. I wanted to do better.

202. Do you cart your own wheat?—No, it cost me from 1s. to 1s. 2d. The cost is 1d. per bag per mile. The whole of my land is suitable for wheat.

203. Is that true of your neighbors' land?—Yes.

204. How long have you been in the district?—About five years.

205. What is a fair living area in your district?—800 or 900 acres, not more than 7 or 8 miles from the railway. There are a lot of farms south of the proposed line, from which produce is carted from Gareema. If you ran the line to Gareema they would be in the same position as they are to-day. I prefer the Wirrinya connection.

206. Is your farm not too large?—No, not with my large family. I practise up-to-date methods.

207. Have you known any farmers to go out?—Yes, because their places were too small and too far from the railway.

Frederick Cecil Crago, farmer and grazier, Ooma Homestead, via the Pinnacles, sworn, and examined:—

208. *Mr. Burke.*] What is the size of your holding?—2,778 acres. It is on the returned soldiers settlement of Ooma. I am grazing and farming.

209. How much land have you under cultivation?—Usually 488 acres.

210. Where is your nearest railway?—At Gareema, 14 miles away.

211. Is that nearer to you than Wirrinya?—Considerably. There would be 4 or 5 miles difference.

212. How far would you be from the proposed railway?—According to the map, about  $\frac{1}{2}$  mile.

213. If the railway were constructed, would you put more land under cultivation?—Yes, I have about 1,500 acres suitable for cultivation, but I should cultivate about 1,000 acres.

214. What is a living area in your neighbourhood?—From 800 to 900 acres. When I managed the settlement for the Government, I recommended an increase to 900 acres, six years ago.

215. What is your opinion of the suggested deviation?—I think a line to Wirrinya would serve more good country, and that it would be a more profitable line than the Gareema suggestion. The suggested deviation would leave out a number of men south of the line, and they would have to cart their produce as far as they do now.

216. Are the soldier settlers complaining because they have not reasonable access to the railway?—Yes, and because of their small areas.

217. What is the average size of the holdings?—About 630 acres. Some are smaller and some are larger.

218. Is production in the soldiers' settlement being retarded because of want of access to the railway?—I would not say that their production is being retarded, but their living is, because of the increased cost of cartage.

219. Would they produce more with reasonable access to the railway?—Yes.

220. What is the nature of the soldier settlement area?—The soil is mostly chocolate, brown, and red, with the exception of portion along the main road on Ooma Creek. About 6,000 acres is blue clay country. The country on the western side of the road is good farming land, and the settlers would increase their area under crop if they had reasonable marketing facilities.

221. Is it good average land?—Yes. I have been wheat-farming for years, and am connected with one of the



Witnesses—F. C. Crago and A. F. Waugh, 4 June, and T. R. Sharp, 5 June, 1924.

biggest milling companies in Sydney. I reckon that this country, if given railway facilities, is as good as any land we have in the State, provided a proper system of farming is adopted. I have farmed in Riverina and Bathurst districts.

222. What is the land like for 10 miles on either side of the proposed line?—It is all good country. As a mixed-farming proposition I think there is nothing to beat it in the State.

223. Do you consider that this district compares favorably with Riverina?—Yes, with proper farming methods.

224. What is the carrying capacity of your land?—It has carried one sheep to the acre with safety during the last six years, including 400 odd acres of crop land. But there are seasons when a sheep to the acre would be risky. In 1919 and 1920 it was risky to carry a sheep to two acres.

225. Where are the big holdings of 1100 acres on the route of the railway? There are only a few of that size.

226. Generally is the land along the route of the proposed railway suitable for mixed farming?—Yes, it is averaged mixed farming land.

227. Do you consider that the line would become a paying one?—Yes, if modern farming methods were adopted. To be successful you must practice up-to-date methods. It is a different matter altogether when a man simply "slaps" his wheat in and slaps it off. There is as good wheat country along the route of the railway as I have seen anywhere.

228. Do you generally endorse the evidence given here to-day?—Yes. The line would be an advantage to the soldier settlers. I paid £121 for carting wheat in 1920, £100 in 1921, and £94 last year. Most of the lads in the settlement are so busy getting their crops off that they

have to employ outside men to cart their wheat. That runs away with their money, especially when it has to be carted 10 or 20 miles. The construction of the railway would encourage them to put more land under crop, and to practise up-to-date farming methods.

Archibald Frederick Waugh, farmer and grazier, Rosewood, via Grenfell, sworn, and examined:—

229. *Chairman.*] What area do you hold?—603 acres, which is not a sufficient living area.

230. What would you say is a living area from 5 to 10 miles from the railway?—About 800 acres.

231. What does it cost you to cart wheat?—About 1s. a bag.

232. What area do you usually put under wheat?—About 230 acres. Two years ago I had only 320. My average yield is about 18 bushels.

233. Have you ever had a complete failure?—The first year I went there I had very little wheat. Eleven miles is too far to cart wheat.

234. How long have you been in the district?—About five years. Two hundred acres of cultivated land is not enough to provide a living. When the land becomes dirty you have no chance to chaff your stuff.

235. Do you agree that 90 per cent. of the land along the route of the railway is suitable for the plough?—Yes.

236. Do you also agree that from 800 to 900 acres is a living area?—Yes, with the railway.

237. What is the rainfall in the district?—21 inches. A railway to Wirrinya would, if extended west, serve more good country. That is one reason why it should be constructed.

#### THURSDAY, 5 JUNE, 1924.

(The Committee met at the Public Hall, Mulgandry.)

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.

BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Goolagong to Wirrinya.

Thomas Rogerson Sharp, farmer, Aberfoyle, near Forbes, sworn, and examined:

238. *Chairman.*] Is yours a large holding?—I have 899 acres, and have been there 10 years. It is first-class wheat and grazing land.

239. How much of it is arable?—From 75 per cent. to 80 per cent.

240. The Committee has been told that some of the blocks in your district contain only 400 acres;—is that sufficient for a living area?—I think they are rather small even with the railway.

241. What is the living area in this district?—From 800 to 1,000 acres.

242. What has been your average yield? from 15 to 20 bushels.

243. Could that be increased with modern farming methods? Yes, I think so.

244. What is the carrying capacity of the land? Year in and year out one sheep to the acre.

245. Is it safe to do that? Yes, except in dry spells.

246. What is the value of land in the district? From £4 to £5 per acre right through.

247. What is the rainfall? During the last ten years the average is about 18 inches.

248. Have you experienced a disastrous season since you have been here? We have had very dry seasons.

249. Where is your trucking station? At Gareema or at Grawlin Plains.

250. What distance have you to cart your wheat? Fourteen or fifteen miles. I generally employ carriers. The rate is from 1s. to 1s. 3d. per bag.

251. What area do you usually put under wheat? Up to 250 acres. I have decreased the area this year by 50 per cent. because of the distance from rail.

252. What area would you put under wheat if the line were constructed? From 250 to 300 acres. The remainder of my land is more suitable for grazing. The black soil although suitable for wheat is not so suitable as the undulating red country.

253. Have you any lucerne land?—No.

254. Is much lucerne grown in the district?—No. There is lucerne land about Goolagong. I believe it would grow in this district sufficient for grazing and fattening purposes.

255. It is suggested that the railway should be deviated up along the stock route to Gareema. Would such a line serve the majority of the settlers as well as a line to Wirrinya?—Yes, but the southern corner, as shown on the map, would still be unserved.

256. Which of the two lines would better serve the district?—The Wirrinya proposal.

257. *Mr. Drummond.*] Is 14 miles from the railway a handicap?—Yes.

258. What is the cost of haulage to you?—1s. 3d. per bag. This district is, in my opinion, equal to any in the State, and an absolute failure of crop would be impossible with proper farming methods.



*Witnesses*—T. R. Sharp, E. W. Harris, M. Gannon, H. E. Elliott, and H. T. Ledger, 5 June, 1924.

259. *Chairman.*] Of what other districts have you experience in wheat-farming?—The north-eastern portion of Victoria.

Ely Wigram Harris, farmer, Lancewood, via Grenfell:—

260. *Mr. Burke.*] What is the size of your holding?—One thousand three hundred and twenty two acres. We have a few sheep and grow a little wheat. This year I had about 260 acres in.

261. How many sheep do you carry?—About 800. My place is 19 miles from Grenfell. I have been about twenty-four years on the same area.

262. Has your distance from railway retarded the progress of your holding?—Yes.

263. Do you do your own carting?—Yes. It takes us seven or eight weeks to do the carting which time could be better devoted to working up the fallow. If the railway were constructed we should double the cultivation area.

264. What is a fair distance to cart wheat?—Not more than 7 or 8 miles.

265. What is your opinion of the country through which the proposed line would pass?—It is practically all good wheat country. It is good average land. I have reared a big family on the land and have boys to help me. This is better wheat country than where I was at Grogan in the Young district.

266. What is a fair living area in your district?—From 1,000 to 1,200 acres. There are thirteen in my family.

267. What would be a living area for a man with a family of two or three?—Perhaps 800 acres.

268. Do you consider that the 22 miles of country to be served justifies the railway at a cost of £321,575?—All I can say is that the country is good. I know of none better for mixed farming.

269. Does it compare favourably with the country immediately around Forbes?—Yes.

270. *Mr. Mahony.*] Why did you reduce your acreage under wheat?—Two of my boys went share-farming. The other boys were small and I had to do most of the work myself.

Michael Gannon, farmer, Ballinalla, via Forbes, sworn, and examined:—

271. *Mr. Doe.*] What is the size of your holding?—Gannon Brothers have 888 acres in the district, and another 1,500 acres on the Grenfell-road. We are mixed farming, but are growing mostly wheat.

272. Is yours all agricultural land?—Yes. We are putting 900 acres under wheat this year on the two places.

273. How long have you been there?—On the old place about thirty years; on the 1,500-acre block about five years.

274. What have you averaged during the last ten years?—About six bags.

275. If the railway were constructed would you increase your area under cultivation?—I think so. Our long distance from the railway is a handicap. We have paid up to 2s. a bag to have wheat carted in a good season.

Hurtle Elwyn Elliott, farmer, Kelvin Grove, near Forbes, sworn, and examined:—

276. *Mr. Travers.*] How far from this place is your property?—I am north of the proposed line, and hold 600 acres. My place is about 18 miles by road from Redbend, on the Stockinbingal line. I am farming about 400 acres.

277. How long have you been there?—About ten years. The people who want the railway are in a small way, and are too far away to make wheat-growing pay. I sold my wheat this year for 4s. and it costs 1s. 3d. to cart it and 1s. each for bags. My place was a wilderness when I went there. Last year I leased country. I had 600 acres under crop. I stripped 2,400 bags of wheat, 200 bags of oats, and 50 tons of hay. The year before I had a lot of country

leased, and my crop averaged about three bags. Last year I had just on an eight bag average. It was a very dry year. If farmers worked their land as I have I see no reason why they should fall below that average. I grew that eight bag crop with the lowest rainfall ever registered in the Forbes district.

278. Is yours fair average land?—I think it is. It may be a little better for wheat than for mixed farming.

279. Do you carry any sheep?—Yes, on rented land.

280. Is the whole of your 600 acres suitable for wheat?—Yes.

281. Is your area sufficiently large to provide a decent living?—No. I should say 1,000 acres is necessary. A farmer requires to run a few sheep.

282. What proportion of the district within the influence of the proposed railway is suitable for agriculture?—I should say that with the exception of a few rocky knobs and a few hills the whole of it could be profitably farmed. It is only the stony country about here that will not grow wheat. But you cannot successfully cart wheat long distances to the railway.

283. Are you likely to continue growing wheat without the railway?—Unless I continue to lease country I cannot see how I can do it.

284. *Mr. Drummond.*] What effect has rail nearness on the area necessary to provide a fair living?—It means that you can handle your own wheat.

285. Within 10 miles of the railway what would be a living area?—One thousand acres would not be a living area 17 or 18 miles from the line. A man would want 1,500 acres.

286. Would the construction of the railway reduce the size of living areas by 50 per cent.?—Yes, near to it.

287. Is there a tendency for small holdings to be absorbed in the bigger ones?—I think so. The further you are from the railway the more wheat-growing becomes out of the question.

Henry Thomas Ledger, farmer, Ooma Soldiers' Settlement, sworn, and examined:—

288. *Mr. Mahony.*] How many soldier settlers are there on Ooma?—Forty.

289. What is the average size of their holding?—About 600 acres. I have 680 acres and am mixed-farming. The areas are too small and holders are agitating to have their blocks made bigger.

290. What is the average production of wheat on them?—From 18,000 to 19,000 bags went to Gareema last season.

291. What was the yield per acre?—Five bags, and on fallow about seven bags.

292. How many miles are you from the railway?—Between 13 and 14.

293. How far is the furthest soldier settler from the railway?—About 20 miles.

294. How far would the settlement be from the proposed railway?—Some holders would be from 3 to 5 miles away. At present I pay 1s. 3d. a bag to get my wheat carted. On manure the cost is 15s. a ton, and many men cannot use it for that reason. Some pay up to 1s. 9d. a bag for cartage. That is a great drawback. Freight on manure is 11s. a ton from Sydney to the siding.

295. Would more land be cultivated if the line were constructed?—I think at least 25 per cent. more.

296. Are all the soldier settlers making good?—There has been a reduction there, but I believe those who are there now will make good.

297. Was the reduction caused through diverse conditions?—Absolutely. The railway would assist the settlers and by causing an increase in production it would assist the Government.

298. It is suggested that the route of the railway should be deviated to Gareema. Would that suit the soldier settlers better?—Yes, I think so. The Wirrinya line is, I think, the fairest and best. The through connection would be a better one. If the line were taken right through it would feed the Stockinbingal railway.



Witnesses—H. T. Ledger and L. S. Pearce, 5 June, 1924. ]

299. *Mr. Mahony.*] Would not a line *via* Gareema or Wirrinya provide the shortest route to Sydney?—Yes.

300. *Mr. Doe.*] I suppose you could not afford to cart oaten hay or chaff as far as you could wheat?—That is so. I had a ton of oaten hay in 1919 which I could not sell because it was too far from the railway. It was ruined.

301. *Chairman.*] Where would your principal chaff market be?—Sydney, except in drought time. It would then have to go to the Forbes line.

302. Has chaff been sent west in considerable quantities in drought time?—Yes.

#### THURSDAY, 5 JUNE, 1924.

[The Committee met at the Goolagong Hotel, Goolagong.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.

BRIAN JAMES DOE, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Goolagong to Wirrinya.

Leonard Sydney Pearce, storekeeper, Goolagong, sworn, and examined:—

303. *Chairman.*] Have you prepared a statement respecting the proposed railway?—Yes, it read as follows:—I am honorary secretary of the Goolagong Railway League, and am interested in the proposal under review. As a native of the town I have had ample opportunity of judging the requirements of the district, and consider it expedient that a railway should be constructed between North Goolagong and Wirrinya. There is no more versatile stretch of country in the State than the land through which the proposal would pass, and possibly no unserved centre has the same claim to railway communication. The line must be regarded as a developmental line and a connecting link. It would open up approximately 200,000 acres of our best agricultural and mixed farming land. It is a stretch of country with wonderful possibilities and immense and unlimited potentialities, and is languishing only for the want of improved railway communication. The area to be served consists of rich alluvial and undulating country, comprising red and chocolate loam, eminently suitable for the production of wheat, oats, and fruit. The extensive river and creek flats are admirably adapted to lucerne and maize growing. It is also recognised as a district with pastoral proclivities. Dairying is a nascent industry, in its plastic stages, and gives promise of playing an important part in the progress of this and other centres interested. Large areas have already been made available for the plough in anticipation of the railway. This land will be utilised for the purpose for which it was intended, when railway facilities prevail. The cost of transportation prohibits the profitable production of wheat and lucerne, under present conditions, except when bountiful seasons are experienced. The present and prospective requirements of the country to be served justify railway communication. The line should be regarded as a great developmental project, and would without doubt promote closer settlement and increase production. The line would be of immense benefit to the residents of Goolagong and district. We should have immediate access to a railway station, and our prospects for the establishment of a flour mill and butter factory would be much brighter than they are at North Goolagong. Timber of good quality can be secured in all stages of growth. A large number of sleepers were procured from the locality for the Canowindra-Eugowra line. The Lachlan Valley is boomed by politicians. It is acknowledged by the press and general public to be the finest stretch of land in the State, yet it is the least served. I believe the line is a good business proposition. It would be revenue-producing from the outset, and within ten years after completion it would be included amongst the best paying lines.

304. What experience have you of this district?—Twenty-five years.

305. What are the large areas in the district which could be cut up if the railway were built?—Borehen's comprises 6,940 acres, Scott Bros.' 5,000 acres, and Shannon's 4,676 acres.

306. Apart from the larger areas, is the rest of the country pretty well subdivided?—Yes.

307. Has any attempt been made to carry on dairying in this part of the Lachlan country?—Yes. Dairying has come into prominence here in the last three years. About two years ago the manager of the butter factory at Canowindra said that without the support of the Goolagong cream they would have had to close down at that time. We have a cream coach running from here to Canowindra.

308. Is the land about here more suited for dairying than the country generally to be served by the line?—I would not say so.

309. Would it pay to grow lucerne anywhere in the district other than along the creeks?—It has been grown profitably in this district away from the river.

310. It has been stated that to ensure a good living more than 600 acres is necessary?—It depends upon where the land is. One man close to town is making a good living from dairying on 70 acres. A wheat farmer would require at least 500 acres.

311. As a mixed farming proposition, what area would be necessary?—500 acres.

312. Within 5 miles of each side of the line?—Yes.

313. *Mr. Mahony.*] How many dairies are there in the district?—From thirty to forty.

314. What is the average area held by the dairy-farmer?—There are some in the district on areas up to 500 acres, but they carry on dairying as a sideline. On Kangaroo Creek and on the Lachlan men are going in exclusively for dairying.

315. Is there a large area in the district suitable for dairying?—Yes, and for lucerne-growing.

316. What would be the average size of a dairy holding in this district?—One hundred acres, including lucerne flats.

317. *Mr. Burke.*] Has Goolagong progressed during your experience?—Yes, since the construction of the Canowindra-Eugowra line.

318. How far does your business extend along the route of the proposed railway?—About 16 miles towards Forbes; about 14 miles towards Grenfell, and in the direction of Wirrinya about 14 miles.

319. Would you get more trade if the railway were constructed?—Yes; there would be an increase in production and in population.

320. *Mr. Drummond.*] What is your main reason for advocating the construction of a railway from Goolagong to Wirrinya?—One is that it would be a connecting line with Forbes, Stockinbingal, and the Riverina country. It would also afford quicker transport to the north and north-west, *viz* Forbes. Lucerne could be transported west in dry seasons.

321. Are stock brought to this district to pasture?—Yes.

322. Is there a tendency to rail lucerne-hay to the west in drought time?—At present the cost of transportation has exceeded the profit made.



Witnesses—L. S. Pearce, W. J. Edmunds, T. F. McEwan, and J. Stack, 5 June, 1924.

323. Is there a tendency to bring stock to this district for "topping" purposes?—Yes.

324. *Mr. Travers.*] Have you noticed much development in the district since the construction of the Canowindra-Eugowra line?—Well, the line has not been completed long enough.

325. In anticipation of a new railway there is a tendency for land to change hands and for new men to come into the district. Has that happened here?—Not so much here as in the Eugowra district.

326. What is the average size of the wheat farms 15 miles beyond Goolagong?—About 400 acres.

327. Are they held by men who have resided in the district for some years?—Yes.

328. Within a radius of 15 miles of the line is there much lucerne country suitable for dairying?—Yes, about 25 per cent.

329. Has settlement resulted west and north of Goolagong towards Eugowra since the construction of the Eugowra railway?—Not so much as you would think.

330. Do you consider that settlement would follow the construction of the railway from Goolagong to Wirrinya?—Yes.

331. Acre for acre does the line traverse better country?—Yes. The south of the Lachlan country is better than that to the north.

332. Would you expect better results from the proposed line than from the Canowindra-Eugowra line?—Yes, for mixed farming.

333. I suppose there would be a larger proportion of river frontage land, mile for mile, on the proposed line?—Yes.

334. *Mr. Doe.*] Since the railway was constructed to Eugowra have any large estates within 10 or 12 miles of it been cut up?—Not since the advent of the line.

335. Is that wheat country?—Yes, it is suitable for both wheat and sheep, and for dairying and lucerne-growing.

William James Edmunds, farmer and grazier, near Goolagong, sworn, and examined:—

336. *Mr. Travers.*] What is the size of your holding? 2,411 acres. It is about  $7\frac{1}{2}$  miles from Goolagong and  $10\frac{1}{2}$  miles from the proposed railway line. I have farmed up to 1,400 acres, but at present I am growing wool, as it is more profitable. You cannot grow wheat profitably further than 10 miles from the railway. With the railway we could farm more scientifically.

337. What has been your yield?—Nine and a half bags off 600 acres in 1916. 1914 was the worst year, when I got three bags some odd pounds.

338. What would be a fair average yield, farming on scientific lines?—About six bags.

339. What proportion of your land is agricultural?—About 1,400 acres. Some of it is too wet.

340. The official statement shows that there are 230,000 acres within the influence of the proposed line. Would 200,000 acres of that be agricultural land—roughly five per cent?—Yes, I believe that estimate is correct.

341. What would be a fair living area throughout?—800 acres for mixed farming.

342. How many sheep would that carry?—From 300 to 400.

343. What is the carrying capacity of the country?—A sheep to the acre right through.

344. What did you have to pay to have your wheat carted?—Up to 1s. 6d. About 1d. a bag per mile.

345. Would you say that the Canowindra-Eugowra land is equal to this?—There is no comparison. The country south of the Lachlan is more extensive.

346. Has the Canowindra-Eugowra line stimulated settlement?—The country from Canowindra to Eugowra is held practically as small holdings. There is really no more room for closer settlement except south-west of Eugowra. There the holdings are from 400 to 600 acres. It would be better to have from 700 to 800 acres.

347. Would there be much dairying country within the influence of the proposed line?—About half of it is dairying country. There are 20,000 acres of dairying country within 15 miles of Goolagong.

348. What would a man require to take up dairying in this district?—A good deal depends on the man. A man in my employ for nine or ten years, bought a local property of 72 acres at £15 per acre some five or six years ago and his payments are nearly complete. He has a full set of machinery. Some of his land is under lucerne. He milks twenty-five or thirty cows, year in and year out. He is in a good financial position and drives his Ford car.

349. Is he on a choice block or is that land a fair average sample of the land on the river and creek frontages?—There is a lot better, but a good deal depends upon the man.

Thomas Francis McEwan, farmer and grazier, Glenloth, near Canowindra, sworn and examined:—

350. *Mr. Burke.*] To what use are you putting your land?—I have it leased at present. I had 250 acres under wheat. I have 800 acres. I used to draw wheat 20 miles to the railway at Forbes.

351. Would not a good road to Goolagong North overcome your difficulty?—As far as I am concerned it would, but it would not overcome the difficulties of the farmers further out.

352. Is 10 miles a fair distance to cart wheat to the railway?—Yes.

353. When you cultivated your land was it a paying proposition?—I made a good living out of it. I have grown up to eleven bags to the acre. I had a mixed farm.

354. Are there any large holdings in your neighbourhood?—Yes, there are some of 5,000 acres. Newels have three large holdings of 4,000 or 5,000 acres each. Practically all that land is suitable for mixed-farming.

355. If the proposed railway were constructed, would those large estates be cut up?—That is a matter for the Government. About 800 acres is a living area. I made a decent living on it.

356. Is the country between here and Wirrinya of uniform quality?—Yes. The proposed line would serve the whole of the good country, and it would serve the Waraderry Valley, which is beautiful land.

357. It is suggested that the line should be deviated to terminate at Gareema instead of at Wirrinya?—I do not think there would be much difference. It would be a good thing to take it close to the Waraderry Valley, and the further south you go the nearer you would be to it. We want connection with the dry country, so that we can send fodder there, and so that stock can be transported to pasture. This is really stock-saving country in drought time. Generally speaking, I favour a line from Goolagong North to Wirrinya.

James Stack, farmer and grazier, Roadview, Goolagong, sworn, and examined:—

358. *Mr. Doe.*] Is your property far out?—I have 250 acres about 3 miles west of Goolagong, on which I am growing wheat, and doing a bit of dairying. I have some river flats.

359. How many cows have you?—About twenty. Dairying helps to keep things going. I cultivate about 100 acres each year.

360. Where do you send your produce?—Canowindra is my nearest railway station.

361. Are you growing lucerne?—No; but I intend to. I have 6 acres cleared for lucerne.

362. How long have you been there?—Twelve or fifteen years.

363. How much lucerne land have you?—About 40 acres. At present it is heavily timbered.

364. Have you made a fair living off your 250 acres?—Yes.

365. Have you done any outside work?—Not since I have been there. I have reared a family of four.

366. Is the country held in large estates of good average quality?—Yes.

367. What is a reasonable living area in the district to be served by the proposed railway?—600 to 800 acres. Then a man would not require to go out to work.



FRIDAY, 11 JULY, 1924.

Present: —

THE HON. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

WILLIAM CAMERON, ESQ.  
BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Coolagorg to Wirrinya.

John Edmond Harold Kennedy, chief draftsman, Department of Lands, sworn, and examined :—

368. *Chairman.*] Will you read the official statement which you have prepared?—Yes, it is as follows:—

PROPOSED RAILWAY—GOOLAGONG TO WIRRINYA.

				acres (about)
<b>Alienated lands (tinted blue)—</b>				
Including conditional purchases, conditional leases, conditional purchase leases, settlement purchases, homestead selections, suburban holdings, homestead farms and soldiers group purchases .....				305,700
<b>Reserved lands (about 39,000 acres)—</b>				
* About 29,800 acres not held under any tenure (tinted green).....				29,800
" <u>9,200</u> " held under lease] and permissive occupancy				
(edged green).				
<u>About 39,000 acres.</u>				
 <b>Leased lands (hatched blue)—</b>				
Settlement leases .....			about	
Special " (including about 2,100 acres reserves) .....			1,100 acres	
Crown " " " " " " " "			3,500 "	} 23,400
Improvement " " " " " " " "			2,900 "	
Scrub " " " " " " " "			15,600 "	
		<u>300</u>	"	
		<u>8,700</u>	"	<u>23,400</u>
 <b>Crown lands (tinted brown)—</b>				
Held under Permissive Occupancy			1,400 acres	} 14,800
(including about 500 acres reserves)			13,400 "	
Untenanted.....				
		<u>About 9,200</u>	"	<u>14,800 acres</u>
Total area about .....				<u>373,700</u>

\* It is probable that part of these reserved and untenanted Crown lands may be held under annual leases, particulars of which are not available at Head Office.

J. E. H. KENNEDY,  
Chief Draftsman.

Department of Lands,  
Sydney, 11th July, 1924.

PROPOSED RAILWAY—GOOLAGONG TO WIRRINYA.

*Limits of affected area.*

The proposed railway, Goolagong to Wirrinya, begins at North Goolagong Railway Station, and terminates on the Forbes Stockinbingal line at a point about half a mile northerly of Wirrinya Railway Station. The limits of the area which would be influenced by its construction, in accordance with instructions received, should be restricted to twelve miles from each side of the proposed line, but on account of the existing railways, Forbes-Stockinbingal mentioned above, Cowra-Eugowra, Blayney-Harden, and Koora-watha-Grenfell, the limits in question have been indicated about midway between the existing railways mentioned and the one proposed on map produced, and are shown thereon by a firm red band.

The twelve mile zone is shown only on a small part of the southern side of the affected area. Extension beyond the other limits indicated to cover that zone on each side of the proposed line would include lands within the sphere of the other existing railways referred to above.

In connection with the lands embraced in the limits shown, the following particulars are submitted :—

*Untenanted Crown Lands.*

The area of the untenanted Crown lands amounts to about 13,400 acres; a small part of which, about 1,700 acres in parish of Combliba, county of Forbes, was classified and set apart under the provisions of the Crown Lands Acts, on 1st July, 1908, for Additional Holdings at a capital value of 10s. per acre, but so far no applications for it have been received.

**Country.**—Generally hilly, rocky and rough; sandstone formation.

Soil.—Poor ; sandy and stony.

Timber.—Stringybark, ironbark, box, gum, apple, and pine.

*Forest Reserves.*

There are five forest reserves and part of another, with a total acreage of about 25,500 acres. Five of these reserves, of which one is only partly within the affected area, have been dedicated as State Forests, and their aggregate area amounts to about 14,500 acres.

Country.—Level and undulating to rocky, hilly and mountainous.

Soil.—Light, sandy and red sandy loam, with patches of rich, black soil.

Timber.—Ironbark, stringybark, kurrajong, box, oak, brittle-jack, and white and black pine.

### Improvement Leases.

There are five Improvement Leases and part of another with a total area of about 15,600 acres, part of which, about 5,400 acres is covered by reserves.

**Term.**—All the above leases have each a term of 28 years, but two leases (I.L.'s 119 and 120) have each about 9 months to run; two others have each about 6 years to run, one about 8 years and one about another 13 years more to run.

**Rentals.**—The rents range from  $\frac{1}{2}$ d. per acre (I.L.'s 119 and 120, parishes of Gooninjal and Warraderry) to  $1\frac{1}{2}$ d. per acre (I.L.'s. 1087 and 1779, parishes of Wheoga and Merriganowry) all in County of Forbes.

*Scrub Lease.*

There is only part (about 300 acres) of a Scrub Lease within the affected area (Sc. L. 82, parish of Birangan, county of Forbes). This lease is under the administrative control of the Forestry Commission, it has a term of 25 years and has about another 4 months to run. Its rental is 1d. per acre.

*Power of Withdrawal by the Crown for Purposes of Settlement.*

Under the conditions governing both the Improvement and Scrub Leases mentioned above, the Crown has no specific right of withdrawal for purposes of settlement, but has a general power under the Closer Settlement (Amendment) Act 1912, as amended by the Closer Settlement (Amendment) Act 1914, to acquire for Closer Settlement any land comprised in any Improvement or Scrub Lease wherever situated, on payment of such compensation as may be agreed upon or determined in accordance with the provisions of Section 4 of the first mentioned Act, or under the Amending Act of 1916, may purchase by agreement with the Lessee.

It may be mentioned that under the provisions of the Crown Lands Consolidation Act 1913, the holder of any Improvement of Scrub Lease may, at any time during the last year of the lease, apply for the portion of the leasehold, if then unreserved, which contains the lessee's dwelling house, not exceeding a home maintenance area, as Homestead Selection, provided that the area be improved with permanent fixed and substantial improvements, including dwelling house, to the value of £1 per acre, but not necessarily exceeding £640 in all.

### Closer Settlement Purchase Areas.

There are five Closer Settlement Purchase Areas and parts of four others with an aggregate acreage of about 26,500 acres; also one Soldier's Group Purchase Area and part of another with a combined acreage of about 31,300 acres within the limits of the affected area, making a total acreage of all the above areas about 57,800 acres. They are shown on map produced by firm white bands.



Witnesses—J. E. H. Kennedy, 11 July, and J. M. Holland, 18 July, 1924

All these areas were acquired by the Government under the provisions of the Closer Settlement Acts and the detailed information concerning them is shown hereunder :—

Settlement Purchase Area.	Area.	Date of Acquisition.	No. of Farms.	Disposal Average Price per Acre.	Disposal Average Price per Farm.	Remarks
Ooma .....	Part about 1,720 acres within.	28th June, 1912	9	about £4 16 3	£2,387 7 6	One farm wholly and four partly within limits. Two of these farms under Permissive Occupancy with Preferential Right when money is available.
Ooma No. 2 ....	633 acres ..	.....	1	about £5 8 0	£3,418 4 0	Originally part of Ooma Soldiers Group Purchase Area.
North-west Ooma.....	Part about 780 acres within.	19th September, 1917.	14	about £5 3 6	£2,453 0 0	Parts of two farms within limits.
North-west Ooma No. 2.	Part about 3,100 acres within.	6th January, 1921.	6	about £4 3 6	£2,717 7 5	Four farms wholly and two partly within limits. Two farms have been forfeited and re-set apart, but as yet have not been disposed of.
Wandary.....	Part about 350 acres within.	31st January, 1911.	18	£4 5 1	£2,145 19 6	Part of one farm within limits.
Pinnacle .....	7,678 acres.	24th December, 1912.	18	about £5 11 3	about £2,372 0 0	Two farms forfeited, but now under Permissive Occupancy.
.....	7,623 acres.	27th March, 1913.	15	about £4 15 4	about £2,423 0 0	
Tomanbil.....	1,494 acres.	30th March, 1920.	3	about £4 10 0	£2,243 8 4	
Toohays .....	689 acres.	7th July, 1920.	1	about £3 15 0	£2,584 13 9	
Walla Walla .....	Part about 2,436 acres within.	22nd November, 1920.	6	about £5 3 4	£2,608 6 8	Four farms within limits.
Pinnacle Soldiers Group Purchase Area No. 1.	5,802 acres.	24th April, 1917.	9	about £6 10 0	£4,300 0 0	
Ooma Soldiers Group Purchase Area No. 28	About 25,500 acres within.	28th March, 1917.	39	about £4 6 6	.....	Thirty-seven farms within limits of the thirty-nine farms acquired. One has been set apart as Ooma No. 2 Settlement Purchase Area. (See above.) Nine have been allotted, but allotment has been subsequently cancelled, and these farms are now vacant. Twenty-nine farms have been confirmed, but confirmation has not yet been gazetted.

All the farms in the forementioned Settlement and Soldiers Group Purchase Areas were applied for and allotted by the Minister.

It is also pointed out that within the limits of the area influenced by the construction of the proposed line, in addition to the 13,400 acres of untenanted Crown lands quoted above, there are about 29,800 acres of reserves not held under any tenure, other than annual tenure, about 1,400 acres of other Crown lands held under Permissive Occupancy and about 15,000 acres under inconvertible leases, making a grand total of about 60,500 acres of unalienated Crown lands.

#### Rainfall.

The average annual rainfall on the affected area is about 23 inches.

369. Could you tell the Committee roughly what is the area of rough country in the triangular block, the coloured

area on the map, not within 12 miles of the existing railway, would it be one-third?—About 83,500 acres, classified as follows :—

	Acres.
Alienated lands .....	about 63,400
Reserved lands not held under any tenure .. ..	10,100
Reserved lands (held under lease) .....	2,400
Leased lands .....	2,500
Untenanted Crown lands.....	5,100
Total.....	83,500

370. *Chairman.*] How far does the bulk of the triangular portion extend from the existing line?—About 16 miles.

FRIDAY, 18 JULY, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

BRIAN JAMES DOE, ESQ.  
WILLIAM CAMERON, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of railway from Goolagong to Wirrinya.

John Michael Holland, farmer and grazier, Illilliwa, near Grenfell, sworn, and examined :—

371. *Chairman.*] I understand that you desire to suggest an alternative route to the proposed railway?—Yes. The line I suggest would go from Grenfell to Garema on the Forbes-Stockinbingal line.

372. What advantage does your suggested line possess over the proposed railway?—There are several advantages. I take it that the object of the line is largely in regard to

decentralisation of traffic. The Goolagong to Wirrinya line would lead traffic to Sydney. The other line is a cross-country connection leading eventually to Canberra. I suggest that later on it should continue from Grenfell direct to Young. There would then be a direct railway from the north to the south and should ports be opened up on the South Coast there would be other outlets for our produce. Looking at the map, it will be seen that the distance from Forbes to any point on the South Coast would



be as short as going to Sydney. In drought time the Monaro country would be fed by the line. It is true that the Stockinbingal line runs in that direction, but that is to serve the Riverina side. I know how expensive it is to get sheep from the Monaro country to Goulburn and back to the west. The line would lead traffic to South Australia and Western Australia via the Broken Hill line without having to go to Melbourne. There would be a closer connection with the north as regards the Federal Capital. I believe the line I suggest would pay better in time to come than the proposed line. No doubt the proposed line is wanted, but an extension from Grenfell would feed the country to be served by that line equally well, with one or two bridges across the Lachlan River.

373. I understand you do not attach much importance to the country between Grenfell and Wirrinya?—Our line goes a little east of Ooma homestead and then bears away to Garema. It also touches the Warraderry Valley where there is good land. That valley would feed the line. The south of the Lachlan line would serve portion of that country but not the bulk of it.

374. To get out of Grenfell in the direction of Garema it would be necessary to cross a range?—Yes; you can get out of it on a 1 in 80 grade.

375. Is that range to the north of Grenfell?—Yes. It is about 3 miles to the top of the hill. By deviating about a mile to the east you can get out on a 1 in 100 grade.

376. Has an exploratory survey been made?—A temporary survey was carried out. I remember that the Public Works Committee took evidence on a line as far as Warraderry at that time.

377. What is the name of the league to which you belong?—The Grenfell Railway League, combined with the Grenfell Chamber of Commerce.

378. Is your league unanimous in supporting a line from Grenfell to Garema?—Yes.

379. From the standpoint of connection with the Federal capital and the southern line, would not a connection with Wirrinya be a shorter route?—No. You would have to deviate the line to get to Wirrinya. For the first 7 or 8 miles on the route it is not very good country, but after that the route opens out into flat country.

380. Is the 1 in 80 grade, to which you have referred, in both directions?—I do not think so. Resumptions would be very little. The new Forbes road is 3 chains wide and a large portion of the line could be taken along it. Forbes has a population of 5,000 or more. For defence purposes the line I suggest might be very valuable.

381. Do you know the suggested line from Billimari to Grawling?—Yes.

382. Would that line serve the same purpose as the line you suggest?—No. If the Wyangala Dam is constructed and the Lachlan Valley produces what it is expected to do there would be two feeders to the coast by the Grenfell extension.

383. Would your line serve as much land south of the Lachlan as the Goolagong-Wirrinya proposal?—I do not say it would serve as large an area of the South Lachlan land, but it would place the south of the Lachlan land within 7 or 8 miles of a railway.

384. *Mr. Doe.*] Do you mean that instead of running to Koorawatha the line should go straight across?—Yes, through Tathundra.

385. What distance would be saved between the direct line from Koorawatha to Young as against your line?—Between 30 and 40 miles.

386. *Mr. Travers.*] Some years ago there was an agitation in the Grenfell district for an extension of the line in the direction of Warraderry. Has that been dropped in the interests of the line you advocate?—Yes.

387. Is there a considerable public opinion in favour of the line you suggest?—The people of the Grenfell district, as far as the league is concerned, are in favour of it.

388. How does the country from Grenfell to Garema compare with that between Koorawatha and Grenfell, which is served?—Fairly well, with the exception of the land a few miles out of Grenfell, which is not good country. The Ooma country is not as good as the Grenfell land, although it is good wheat country. It is not as reliable as the Iandra country. The Warraderry land is.

389. Would the line you suggest from Grenfell to Garema touch the Warraderry line?—Yes.

390. Would not the greater portion of the Warraderry Valley be on the eastern side of the line?—Yes.

391. *Mr. Mahony.*] Are there any lucerne flats within a reasonable distance of your suggested line?—Yes, there are about 100 acres of good lucerne country at the junction of Native Dog and Warraderry Creeks. On that land there is water at 6 or 8 feet. The flats along the Warraderry Creek have not been tried for lucerne, but I would not term it lucerne country, although it would grow good lucerne for grazing. For lucerne it is not equal to the river flats.

392. To send produce west or north-west your suggested line would not be as suitable as the proposed line?—Yes, it would. The Young and Iandra country is more reliable in a bad season than the land further west.

393. Could lucerne be produced on the line you suggest to the same extent as it could be on the proposed line?—I think so for fodder. I believe cuts are obtained three or four times a year. A tremendous lot of hay comes from the Koorawatha district. We could feed the back country by means of the suggested line.

394. *Mr. Doe.*] Where is your holding?—About 7 miles from Goolagong. The south of the Lachlan line would suit me as well as an extension from Grenfell.

395. What area have you?—About 9,000 acres.

396. *Mr. Travers.*] Would the Warraderry Valley be as well served by a line from Grenfell to Garema as by a railway from Goolagong to Wirrinya?—It would be better served by the Grenfell suggestion.

397. What is the area of the Warraderry Valley?—Over 100,000 acres. If a bridge were constructed over the Lachlan the country would be better served by the Grenfell extension. All that country would be closer to the railway.

398. What distance would the centre of the Warraderry Valley be from a line from Grenfell to Garema?—8 or 9 miles.

399. Was it intended that at some future time the line should link up at Wirrinya or at some point on the Forbes line?—It was asked for as an extension.

400. *Chairman.*] Where do you truck your sheep and wool?—At Grenfell.

401. What distance is your holding from Grenfell?—20 miles. Illilliwa is 20 miles from Grenfell, and 10 miles from Goolagong.

402. Why do you truck at Grenfell?—Because there is no siding at Goolagong.

403. When the siding at Goolagong is completed will you truck there?—Yes.

404. Would not your neighbours be as well served when that siding is opened for traffic?—Yes, we shall then have a greatly improved service.

405. Would the landholders 8 miles south of your holding have an improved service?—The siding is 3 miles from Goolagong, and there is a nasty range to cross.

406. Is there not a range to cross to get into Grenfell?—No, it is a good road.



MONDAY, 28 JULY, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.FRANCIS MICHAEL BURKE, Esq.  
BRIAN JAMES DOE, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Goolagong to Wirrinya.

Arthur Ernest Errol D'Arcy, assurance inspector, and formerly station manager, residing at Chatswood, sworn, and examined:—

407. *Mr. Travers.*] I understand you are acquainted with the proposal before the Committee?—Yes. I have known the country through which the proposed line would pass for fourteen years. Twelve years ago, when an alternative route was proposed, many thousands of acres were under wheat in that district, but now that land is not under wheat because it is not served by a railway. On the estate that I managed at that time there were 5,500 acres under wheat, while to-day there is no land under wheat there except a little for their own use. That is because of its distance from the railway. There are other properties in the district which were growing wheat at that time and which are not growing it now for the same reason.

408. Is the country north and south of the proposed line suitable for wheat-growing?—Yes, with the exception of a few ridges here and there.

409. What proportion of the country to be served, excluding that already served by the existing line, is suitable for wheat-growing?—Fully 90 per cent.

410. Is any land within 12 miles of the proposed railway suitable for lucerne-growing?—Yes, there is a considerable area at the Goolagong end on the Lachlan River.

411. Is the country better north or south of the proposed line?—South, on the Warraderry side.

412. Into what blocks should that country be cut to provide living areas?—About 800 acres for mixed-farming—about 1,000 acres, with ridgy country.

413. Mr. Kennedy, of the Lands Department, has stated in evidence that if the whole area were served north and south of the proposed line there are only about 83,500 acres marked in the triangular portion on the map outside of the 12-mile limit of the existing railway?—There is a good deal of land within a 12 miles radius of the Cowra-Canowindra-Eugowra line, which is not served because the river intervenes.

414. Do you consider that the country 12 miles from Wirrinya and 12 miles from Goolagong is fully developed?—No. With the present price of wool it does not pay to grow wheat against wool even 6 miles from the railway. Men with smaller areas to-day, who have not room to grow wheat and sheep, are forced to grow wheat alone. Those who have large areas will carry sheep while the price of wool is maintained.

415. Is the limit of profit for wheat-growing 12 miles from the railway?—Not necessarily within a radius of 12 miles, but within 12 miles of the siding. At 12 miles radius is too far with the present cost of growing wheat. Lucerne land along the river would be developed if there were facilities for bringing it to market. In most cases there would be a market in the west, and it would be accessible by the Stockinbingal line. At present that produce has to go via Cowra and Blayney. A lot of lucerne would be grown down the river.

416. It has been suggested that if the line were constructed half way from Wirrinya towards Goolagong, or from Goolagong towards Wirrinya, large interests would be served?—Yes, but an extension from Goolagong would be better, because it would mean shorter haulage to natural markets.

417. The Railway Commissioners have suggested that instead of the line terminating at Wirrinya the terminus should be at Careema?—Possibly it would shorten the

distance to the west, but not materially. There are a good many settlers at the back of the Pinnacle range who might be better served by a line to Wirrinya, but I do not think they would be at any great disadvantage if it did not go there.

418. Could you compare the country to be served by the proposed line and that served by the line from Canowindra to Eugowra?—The advantage is with the new proposal, within the influence of which there is a greater proportion of arable land.

419. Mile for mile, would you expect more cultivation?—Yes, throughout.

420. Would there be as much lucerne country within a 10-mile radius of the proposed line as there is from Canowindra in the direction of Eugowra?—Eugowra has the important advantage of Mandagery Creek. There is a little lucerne country there, but it is a narrow creek. Otherwise both areas would be within the influence of one line or the other. The greater lucerne lands are on the south side of the river.

421. It has also been suggested that the line should be extended from Grenfell through that country, joining the the Forbes line between Wirrinya and Forbes?—It would serve less unserved country than the proposed line. There are thousands of acres which such line would not serve. In the Mylandra Creek centre in 1914 there were 35,000 acres under wheat, but that land is not under wheat now.

422. *Chairman.*] With regard to the despatch of fodder to the west for starving stock, or as continuous traffic, which of the two lines offer the easiest method from Eugowra to a point on the Forbes section, or Wirrinya proposal?—From the standpoint of mileage that from Eugowra to a point on the Forbes-Parkes section, but it would still leave the Lachlan flat country, west of Goolagong unserved, except by the construction of a bridge, and then only immediately around the two bridges. The greatest area of potential lucerne land is on the south side of the Lachlan River. A line from Eugowra to a point on the Parkes-Forbes section, or to Muginoble, would practically serve no land that is not within 10 or 12 miles of the line.

423. *Mr. Doe.*] Did the land-holders go out of wheat-growing before the rise in the price of wool?—Yes, they went out years ago.

424. To what do you attribute that?—To the increased cost of production and haulage. At Mylandra Park we were 21 miles from the railway at the Grenfell end, and 26 miles away at the Forbes end, and we had 5,500 acres under wheat. But the cost of cultivation has gone up considerably.

425. What is the size of that holding?—A little over 8,000 acres.

426. *Mr. Drummond.*] Taking the land within 10 miles of either railway proposal, as shown on the wall map, what percentage is under cultivation?—I could not say. At the Goolagong end a good deal of land has gone out of wheat, even within 7 or 8 miles of the existing line. On holdings in the Pinnacle and Ooma districts men are forced to grow wheat because their holdings are not large enough for sheep. They are from 520 to 600 acre blocks, and they will not carry enough for sheep, even with the present high price of wool.

427. Other holders grew wheat, and were able to revert to sheep when they found that wheat was not a profitable proposition; is not that the tendency?—Yes. The change out there during the last ten or twelve years is astounding.



Practically no wheat is grown there now, where some years ago it was mostly all wheat-growing. Their inclination is not to go back to wheat unless the service is very good while the price of wool is so high.

428. If the proposed railway were constructed, would it cause more land to be put under wheat or larger holdings to be subdivided?—It was the intention to subdivide Mylandra Park, of which I was manager, if the line were constructed. Portion of that property comprises 3,000 acres of improvement lease. I cleared 1,800 acres of that and put it under wheat. That should make two fair-sized holdings, or three smaller holdings. It would carry at least two families. The Crown lease will fall in during the next four years. The balance is secured land.

429. *Chairman.*] There is a statement in the official evidence which somewhat conflicts with what you have said

about farmers going out of wheat-growing. In August, 1922, a deputation urged upon the Minister for Works the necessity for the proposed line, and it was stated there were 113 holdings of 132,360 acres, including 24,000 acres under crop, which were not within 10 miles of a railway line.

430. Do you know where those holdings are situated?—A number would be on Ooma subdivision, and about the old private subdivision which was made before the Government took over the property. A very large proportion of Oomawas outside the 10-miles radius, and a good deal of the property was subdivided privately before the war.

431. Do you believe that the only hope of renewed wheat cultivation in that part of the State lies in the construction of some such railway as the proposed line?—Yes, not only renewed wheat cultivation but a considerable increase.







1924.

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LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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PARLIAMENTARY STANDING COMMITTEE ON  
PUBLIC WORKS.

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SECOND REPORT

TOGETHER WITH

MINUTES OF EVIDENCE

RELATING TO THE

PROPOSED RAILWAY FROM GUYRA TO  
INVERELL.

---

Presented to Parliament in accordance with the provisions of the Public Works Act,  
3 Geo. V No. 45.

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1924.

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## MEMBERS OF THE COMMITTEE.

## LEGISLATIVE COUNCIL.

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 The Honorable JOHN TRAVERS.  
 The Honorable ROBERT MAHONY.

## LEGISLATIVE ASSEMBLY.

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 WILLIAM CAMERON, Esquire.  
 BRIAN JAMES DOE, Esquire.  
 DAVID HENRY DRUMMOND, Esquire.

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# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## RAILWAY FROM GUYRA TO INVERELL.

### REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the Second Session of the present Parliament, under the Public Works Act of 1912 (3 George V, No. 45), and the Parliamentary Standing Committee on Public Works Election Enabling Act of 1922 (13 George V, No. 19), to whom was referred for consideration and report "the expediency of constructing a line of railway from Guyra to Inverell" have after due inquiry resolved that it is not expedient the proposed work be carried out; and in accordance with subsection (d) of clause 34 of the Public Works Act of 1912, report their resolution to the Legislative Assembly :—

#### INTRODUCTORY.

1. The official records show that the proposed railway was reported upon by the Committee in 1916. On that occasion the proposal was considered in conjunction with one to connect Glen Innes with Inverell, and also in the light of possible future extensions to the north of Inverell and to the east of Guyra and Glen Innes as far as the coast. As a result of their inquiries the Committee arrived at the conclusion that it would be premature to recommend the construction of any line connecting Inverell with the Great Northern Railway until full consideration had been given to the question where the future deep-sea port north of Newcastle was likely to be established, and the effect thereon of the North Coast Railway and its suggested extension from Kyogle to Brisbane *via* Richmond Gap.

Since the date of the Committee's report (2nd October, 1916) the remaining sections of the North Coast line as far as South Grafton have been completed; also the railway from Glenreagh to Dorrigo is under construction. With regard to the proposed extension from Kyogle to Richmond Gap (which forms part of the Interstate Main Trunk line recommended by the Royal Commission on Uniform Railway Gauge), the matter was the subject of inquiry by the Committee in 1921, when the conclusion arrived at was that it would be premature to recommend the construction of the line until completion of the North Coast Railway, including the line from South Grafton across the Clarence River to Grafton.

From the time the Committee reported on the proposal in 1916 the necessity for linking up the Great Northern Railway with the North-west system at Inverell, has been urged on numerous occasions by the members for the district and the various public bodies interested, and as a result the proposal was again referred to the Committee's consideration on 22nd November, 1922.

#### THE PROPOSED RAILWAY.

2. The proposed railway commences at 286 miles 70 chains from Newcastle, and about 70 chains north of Guyra Station, and proceeds in a north-westerly direction to 296 miles, where a due westerly route is taken to 304 miles, the village of Ollera being passed about 5 miles on the south and the southern side of George's Creek, partly followed and crossed; thence a generally north-westerly direction takes the line across



Merton, Moredun, and Cope's Creeks, and through the south-western corner of the village of Tingha. A northerly bearing takes the line through the suburban area at Inverell, where it ends at the western end of Inverell Station, 344 miles 50 chains from Newcastle, *via* Guyra, and 410 miles 8 chains from Newcastle *via* Moree.

The works are moderately heavy with a ruling grade of 1 in 40 in both directions; the sharpest curve is 10 chains radius.

#### RAILWAY COMMISSIONERS' REPORT.

3. In their statutory report the Railway Commissioners deal with the proposed line as an alternative to one from Glen Innes to Inverell, and draw attention to the fact that when the two proposals were reported upon by them in March, 1914, the estimated cost of the Glen Innes route was £335,420, and for the Guyra route £361,551. Amended estimates prepared in November, 1920, placed these costs at £543,550 and £600,262 respectively. It has also to be pointed out that the interest charge, which was formerly calculated at 4 per cent., must now be raised to  $5\frac{1}{2}$  per cent.

In regard to the revenue to be earned, it is exceedingly difficult to give an estimate, as much depends upon the probable intermediate development on either of the routes, and another phase is the contemplated opening up of a deep-sea port at some point north of Newcastle, to which a connection can be made from the New England tableland.

When the proposals were previously dealt with it was considered that the Guyra route had more to recommend it than the Glen Innes one, but since then the mineral industry to be served by the former has shown a backward tendency, and, in fact, throughout the Commonwealth it is in a very unstable position.

The whole question is, however, one of Government policy, first as to whether a deep-sea port is necessary, and, if so, at what place on the North Coast, and, secondly, the most central point for establishing a connection by rail with the New England tableland. Until these questions have been determined by the Government it would be premature to extend the line from Inverell to either Glen Innes or Guyra.

#### ESTIMATED COST.

4. A single line, 57 miles 60 chains in length, with 60 lb. rails, a ruling grade of 1 in 40 with and against the load, and the sharpest curve of 10 chains radius, is estimated to cost £600,262—an average of £10,394 per mile.

The estimate (made in 1920) includes earthworks, £135,490; permanent way material, £97,275; ballasting, £60,984; sleepers, £48,024; culverts and timber bridges, £45,853; larger bridges, £20,052; station works, including junctions (two sidings and signals), £41,801; and engineering and contingencies at  $5\frac{1}{2}$  per cent., £91,565.

#### ESTIMATED REVENUE AND EXPENDITURE.

5. The working expenses for a daily service between Glen Innes and Inverell (the Railway Commissioners state) would amount to approximately £14,000 per annum, and for the Guyra line to about £17,000 per annum. The Railway Commissioners submit that any figures in regard to probable revenue would have to include a debit for loss by diversion of business from the present Moree-Inverell line, but they are unable to furnish any reliable information in respect to earnings beyond pointing out that the high operating costs on ordinary country branch lines generally absorb the actual revenue thus leaving the interest charge on the capital cost unprovided for. Even this would be a much too favourable view to take of the proposals under consideration, and as in the case of Glen Innes-Inverell the interest charge alone amounts to £29,895, and for the Guyra connection £33,014, it would seem that the construction of either line would only add to the already heavy burden imposed upon the railway revenue from non-paying lines.

#### THE AREA TO BE SERVED.

##### GENERAL DESCRIPTION.

6. Immediately beyond a 10-miles radius of influence of the Northern line the country west of Guyra is of volcanic nature, with a fair amount of settlement, and is producing crops of oats and potatoes. Thence to 3 miles west of Tenterden black alluvial flats



flats extend to the north, and for some distance south towards Bundarra River; the few settlers in this portion of the area are producing potatoes and oats, for which a market is obtained at the tin-mining town of Tingha, the principal centre of population along the route, 16 miles distant from Inverell.

In the neighbourhood of Tingha and to the west there is inferior decomposed granite country and patches of basalt to within 8 miles of Inverell, whence the soil to the latter town is rich and in parts cultivated.

Very little timber exists along the route, although on the untenanted Crown lands and forest reserves there is some ironbark, stringybark, mountain ash, pine, &c.

The district surveyor estimates that 10,000 acres of the alienated lands within the affected area are suitable for agriculture; 394,000 for dairying and grazing; and 101,000 comprise poor grazing land.

The area of agricultural Crown land is nominal. About 12,000 acres, mostly covered by mining reserves, would provide fair grazing land; and 46,000 acres are inferior rocky granitic hills, affording poor pasturage. The area of State forests is 17,000 acres, and as commercial timber is scarce in this zone, these forests will be required to partly fulfil requirements. All reserves containing land of any grazing or agricultural possibilities have recently been reduced to the lowest limits, and the excised areas have been alienated.

#### LANDS INFORMATION.

The information in the possession of the Lands Department shows that within a 12-miles radius and equidistant between the proposed and existing lines are 550,400 acres, comprising 340,100 of alienated, 94,100 of reserved, 101,300 of leased, and 14,900 acres of Crown lands.

#### *Untenanted Crown Lands.*

The area of the untenanted Crown lands is 7,100 acres, the major part of which, 6,900 acres, was from time to time set apart for additional conditional purchases, Crown leases, and additional holdings. The capital value of these lands, excepting those set apart for Crown leases, varies from 10s. per acre in parish of Buchanan to 30s. in parish of Mayo. Out of the total area available for settlement within the limits referred to 300 acres have been applied for as additional Crown lease. The country is level to undulating, and is generally suitable for cattle or dry sheep when improved. The soil is gravelly, sandy and stony, and the timber consists of gum, ironbark, stringybark, pine, messmate, peppermint, apple, blackbutt, with oak, wattle, and broombrush scrub.

Within the limits of the affected area, in addition to the 7,100 acres of untenanted Crown lands referred to, are 94,100 acres of reserved lands not held under any tenure other than annual tenure; 7,800 acres of other Crown lands held under occupation license; and 4,100 acres held under inconvertible leases, making a total of 113,100 acres of unalienated Crown lands.

#### *Forest Reserves.*

Of twelve forest reserves, with a total acreage of 22,200 acres, ten (two of which are only partly within the limits of the affected area) have been dedicated as State forests, and have an aggregate area of 21,000 acres. The country is generally undulating, rough, stony, and hilly in parts, and is poor to fair for grazing. The soil is poor to average, and the timber consists of stringybark, white and red gum, blackbutt, peppermint, messmate, ironbark, box, currajong, and apple.

#### *Improvement Leases.*

Three improvement leases have a total area of 3,100 acres, 1,100 acres of which are covered by reserve. These have from two and a half to nine years to run.

#### *Power of Withdrawal for Settlement.*

The Crown has power to withdraw for purposes of settlement without compensation, except for lessee's interest in improvements on the land so withdrawn, the whole or any part of the land leased in the event of the whole or any part or parts of covering reserve being revoked. Apart altogether from the specific conditions regarding withdrawals for purposes of settlement, the Crown has also a general power to acquire for closer settlement any land comprised in any improvement lease, wherever situated, on payment of such compensation as may be agreed upon or determined in accordance with the provisions of the Closer Settlement Act, or may purchase by agreement with the lessee.

*Closer*



*Closer Settlement Areas.*

The area affected by the proposal contains three closer settlement purchase areas, as mentioned below, with a total area of 2,406 acres. These were acquired by the Government under the provisions of the Closer Settlement Acts.

Settlement Purchase Area.	Acreage.	Date of Acquisition.	No. of Farms.	Disposal average price per acre.	Disposal average price per farm.
	acres.			£ s. d.	£
Mitchell's "4" ... ..	199	18 September, 1920	1	6 0 0	1,195
Armstrong's "3" ... ..	330	1 April, 1921 ...	1	7 17 6	2,605
Auburn Park "2" and "3" ...	1,877	{ 1 May, 1921 9 June, 1922 }	4	About 4 17 6	9,150

*Rainfall.*

The average annual rainfall varies from about 35½ inches at Guyra to 30½ inches at Inverell.

*Statistical Information.*

In the Guyra, Bundarra, Tingha, and Howell Police Patrol districts affected by the proposed line there were 171 holdings in 1919-20, with an occupied area of 154,415 acres of alienated and 127,773 acres of Crown lands. The area cultivated amounted to 1,205 acres. In 1921-22 there were 170 holdings, 156,811 acres of alienated and 137,859 acres of Crown lands. Of this the area cultivated was 1,580 acres.

Although very little wheat has been grown during the last three years there was a fair average in 1920-21 from 293 acres, the bulk of which was cropped in the Tingha district and yielded 20 bushels to the acre. In the same year there was a maize yield of 4,803 bushels from 330 acres, and 1,186 tons of hay from 1,794 acres.

Milch cattle increased in number from 99 to 122 between the years 1920 and 1922; and sheep from 139,559 to 172,951. From 134,413 sheep shorn in the former year 874,334 lb. of greasy wool were obtained, and in the latter year from 154,485 sheep shorn the return was 1,113,141 lb.

Dairying returns show an increase in milk from 27,550 gallons in 1920 to 46,120 gallons in 1922. There was a corresponding increase in the production of butter—from 4,832 to 7,650 lb.

The 170 holdings referred to include 109 with 156,811 acres of alienated and 83,694 acres of Crown lands, and 61 with 54,165 acres of Crown lands only. The holdings vary in extent from 30 to 5,000 acres. Seven holdings with over 5,000 acres aggregate 55,968 acres of alienated and 3,947 acres of Crown lands.

## THE INQUIRY AND EVIDENCE.

7. The Committee's inquiry in regard to this proposal has included an inspection of portions of the country in the area to be served and the hearing of evidence in the various centres of population affected.

Although the line was submitted to the Committee as an independent proposal, for the purposes of the inquiry it has been regarded as an alternative to that from Glen Innes to Inverell. At the latter place there was a pronounced difference of opinion as to whether Glen Innes or Guyra should form the starting point. Whilst it was stated that from the agricultural point of view, and on account of shorter length of construction, the Glen Innes route offers advantages over its rival, it was also pointed out at Inverell and other centres that the Guyra connection would serve a grazing and agricultural district as well as possessing considerable mining possibilities, and would form part of a line from the western areas to the coast at Coff's Harbour, *via* Ebor and Dorrigo.

## GUYRA.

The claims of Guyra to railway connection with the west and the coast are based upon the fact that the railway line from Glenreagh to Dorrigo has been partially constructed, and that its linking up with the Northern line and Inverell will necessitate less costly construction than will any other suggested route; also that it will serve extensive



extensive agricultural and pastoral districts, stimulate the mining industry in the neighbourhood of Rockvale, Stanifer, Tingha, Howell, &c., open up country for the relief of starving stock, give an opportunity for the exchange of products, and promote settlement.

The township is the centre of a potato growing and mixed farming community, and as showing the quality of the country it has been represented that within a radius of 14 miles east, and 10 miles north and south, there are forty-two farms each under 600 acres in extent, with an average area of 255 acres. Within a similar area on the western side are eighty-three farms each under 600 acres in extent with an average of 250½ acres. The average yields from this area per acre are given as 3 tons of potatoes, 30 bushels of oats, 20 bushels of wheat, 40 bushels of corn, 40 bushels of barley, 45 bushels of rye, and 1½ tons of hay. Other products for which the country is suitable, but which are not largely grown, are turnips, peas, beans, sorghum, &c.

Potatoes are regarded as the main crop of the district, the yield averaging 3 tons to the acre—a little higher than the average for the whole of the State—and their quality and soundness are considered locally to be unsurpassed. The output of the district, including Llangothlin on the north, and Black Mountain on the south, amounts to several thousand tons annually. It is stated that approximately 450,000 bags—30,000 tons—of table potatoes were trucked in 1915—a record year. Sixty per cent. of the production finds a market in Queensland, although the freight charges are double those to Sydney. The market in both States fluctuates, but the cost of potatoes is usually higher in Brisbane by from £1 to £2 per ton. Although Ebor and Dorriga are regarded as better producing country than Guyra, the latter, in the event of the coastal connection being constructed, would, it is stated, always be able to supply the coastal districts, inasmuch as the crops in the areas mentioned are gathered at different periods of the year.

Almost every class of feed is successfully grown for dairying.

Guyra, it is claimed, is the most important point for railway connection, not only with the north-west, but also with the coast, on account of its central situation between Armidale and Glen Innes, and also between Brisbane and Sydney.

Between 6,000 and 7,000 bales of wool leave Guyra annually for oversea shipment from Sydney and Newcastle, the bulk of which is obtained from the districts east and west of Guyra, and this under present conditions has to be carted from distances varying from 10 to 50 miles. It was stated that with a railway line to the coast, and the establishment of a suitable port, the greater part of the wool produced within the influence of the proposed lines, as well as from districts to the north, west, and south-west would be forwarded thereto.

#### INVERELL.

At Inverell the evidence favoured railway connection at either Glen Innes or Guyra, the local Railway League and others preferring to leave the settlement of the point of connection with the Committee.

One of the disadvantages from which Inverell at present suffers is stated to be due to the difficulty of obtaining timber for building. The north-western country is practically on the verge of a timber famine, supplies of milling and splitting varieties, within distances at which they could profitably be drawn, being exhausted. In view of this fact alone, the town, it is urged, should be connected with the Northern line, most of the hardwood forests being situated between Guyra and Tenterfield. At present hardwood has to be carted either from Glen Innes or railed through Werris Creek, the latter route being slightly cheaper.

There are stated to be many million feet of timber in the Bolivia district, 38 miles north of Glen Innes. The cost of carriage to Inverell is 31s. per 100 feet by rail, *via* Werris Creek, whereas with railway connection at either Deepwater, Glen Innes or Guyra, the cost would be 3s. 3d., 3s. 6d., and 4s. 6d. The construction of the proposed line it is maintained would lead to an immediate increase in the use of hardwoods in the Inverell district, and a reduction in the amount of imported oregon.

It



It is locally estimated that in the district to the north and west of Inverell are nearly 100,000 acres under wheat, oats, barley, lucerne, and other crops, which should find access to markets on the Northern Tablelands and coastal districts, *via* either Glen Innes or Guyra, and that with railway connection to one or other of these centres, this area would be trebled. This country has been described as capable in normal seasons of giving a yield of seven bags of wheat, 40 bushels of maize, and 60 bushels of oats and malting barley to the acre. It has also been pointed out that much more favourable weather for curing hay obtains in the Inverell and north-western districts, than in the coastal areas, and that any line to the east from Inverell would carry large quantities of this commodity.

With an outlet to the coast the district, it is asserted would develop the fat lamb trade. At present the journey for stock to the Flemington market *via* Moree, in hot weather, is considered to be out of the question, and if fat lambs are available for trucking the producer has to wait for cool weather or run the risk of loss.

The general difference between the two routes to the tableland is described in Inverell as follows:—The Glen Innes route is suitable for lucerne, wheat, maize, and other cereal crops; the Guyra route is suitable for mining, fruit, vegetables, potatoes, onions, and oats.

A beneficial effect upon the dairying industry is anticipated from the construction of a line to either Glen Innes or Guyra. The industry was in its infancy twelve years ago, and progress was slow, owing, it is stated, to the isolation of the district, and its general fertility which have given settlers a wide choice in their calling. With an influx of coastal settlers, skilled in the work of dairying, the industry has in recent years developed. The records of the local co-operative company show that for the first ten years 488 tons of butter of the value of £48,000, were produced. During the next decade, which included a bad drought, 2,135 tons were produced, realising £239,136. During the latter period bacon curing was engaged in, and 16,504 pigs were treated, realising £62,221.

The drawback to the dairying industry is ascribed to the want of railway connection with the Main Northern line, the evidence showing that the products suffer material deterioration every summer through being required to withstand the excessive heat in transit over the north-west plains. Although the alternative of despatch by refrigerating cars exists, experience is stated to have proved that consignments by the faster service is preferable in spite of the heat, inasmuch as the extra period of transit taints the flavour of butter.

Stock returns show that in 1922, the Inverell Pastures Protection District, extending to Ashford, Graman, and Delungra on the west, the foot of the range on the east, and below Tingha on the south, carried 9,448 horses, 30,272 cattle, and 513,355 sheep. In 1921 there were railed from the Inverell District (exclusive of Barraba and Glen Innes) 30,657 sheep for metropolitan slaughter. Upon these according to local estimate, a loss was made in weight of 183,942 lb., and in value of £2,299—the loss in weight being taken at 6 lb. and in value at 3d. per pound per sheep. The wool production of the same district for 1921 is given at 9,996 bales, of the value of £199,000, and this is regarded as a fair average for the past six years.

According to the evidence of a former chairman of the Pastures Protection Board the district referred to was considered fully stocked fifteen years ago, and was running an average of a beast—equal to six sheep—to 30 acres. Under improved conditions—ringbarking, scrubbing, &c.—it is now carrying a sheep to the acre.

The loss due to the want of a line to rail stock from the Northern Districts to the Tablelands and the coast is described in evidence as enormous, and an instance has been quoted in which two train loads despatched from Walgett for relief country on the Tablelands *via* Werris Creek, lost 630 store sheep, which would probably have been avoided with more direct communication.

Concerning the question of supplying the Tablelands and coastal areas with flour, the manager of the local milling company, has pointed out that, under present conditions, not nearly sufficient wheat is grown within a radius of 20 miles of Inverell to enable the mill to work up to its full capacity. The average yield for the last ten

years



## xi

years has amounted to about 70,000 bags, whereas the mill is capable of gristing 13,500 bags per annum. With a railway to the coast it is anticipated that many thousand more acres will be put under wheat crop, and that the mill, instead of working one, would be working three shifts throughout the year. At present owing to the good supply of natural grasses and herbage, there is a comparatively small local demand for bran and pollard. Half the production of these commodities is despatched to Sydney under unfavourable financial conditions, and it is assumed that with railway construction the coastal farmers' requirements for feeding will be fully met.

An industry which has been practically undeveloped, is the growth of lucerne; there are stated to be at least 60,000 acres suitable for its cultivation within a radius of 15 miles of Inverell. At present a small quantity is grown for local requirements only, the cost of forwarding to the Sydney market being prohibitive. With a Northern Tableland and coastal connection, reducing the rail carriage by 300 miles, the district, it is asserted, could easily compete with the water-carried lucerne from the Hunter River areas.

## BUNDARRA.

Bundarra is in an isolated position in regard to railway communication, being  $29\frac{1}{2}$  miles from Inverell and 48 from Uralla, on the Great Northern line. Business relations are carried on with the former town, from which general merchandise is obtained at an average cost for cartage of £2 per ton. Although the district is of grazing character, portions of it are suitable for wheat, maize, potatoes, lucerne, and oats; but on account of distance from the railway system there is no encouragement for production except for local requirements, and quantities of chaff, potatoes, and maize are at present imported.

The carrying capacity of the country is estimated at  $1\frac{1}{2}$  acres, and in some seasons an acre to the sheep; and the production of wool, which is stated to be of high quality, has increased of recent years, the annual clip within a radius of 25 miles amounting at present to 4,000 bales. The bulk of this is carted to Uralla at a cost of £3 per ton.

The district is regarded locally as unequalled for cattle breeding, and is described as absolutely free from cattle and sheep diseases. At the time of the Committee's visit, there were reported to be 30,000 sheep on agistment at £40 per thousand per month, and some hundred head of cattle at 10s. per head per month.

Under present conditions wool production is the only industry carried on continuously; and it has been represented that, with railway construction to Guyra, which would bring the township within 18 miles of the nearest station, Tingha, the district would be able to carry on general farming, and sell the produce on the coast or elsewhere.

The district is well watered by the Gwydir River; and a number of creeks with good frontages, upon which lucerne has been grown for local use, intersect the country.

## HOWELL.

Stress has been placed upon the mining possibilities of the Howell and Tingha districts, the former 21 miles south of Inverell, and the latter, through which the proposed line passes, a similar distance to the south-east.

The principal silver-lead mine at Howell—the "Conrad"—has been closed since 1913, the high cost of transport to Inverell and thence to the Northern line having (the evidence states) practically killed the mining industry for the time being. Prior to closing, the mine employed 400 men and despatched and received freight, including flux, &c., amounting to £6,000 per annum. Mining has been engaged in to a depth of 1,000 feet, and the quality of the ore obtained is stated to have been consistent. A large quantity of ore is in sight, but the evidence indicates that the margin of profit under present employment and transport conditions would not warrant a resumption of work. With railway construction, however, the mine according to the evidence of the former manager would immediately re-open, and would be in a position to transport at least 10,000 tons of ore per annum.

Although the construction of a line from Glen Innes to Inverell would save the cost of road transport between those centres, it would not affect the present carriage to Inverell; on the other hand, with railway construction between Guyra and Inverell the road carriage would be reduced by 10 miles.]

## TINGHA



## TINGHA.

Tin-mining which has been in operation at Tingha since the late seventies has been subject to vicissitudes as the result of variations in the price of tin, the scarcity of water for sluicing, and the difficulty and cost of obtaining machinery and supplies for the mines by road transit.

Information placed at the disposal of the Committee in connection with the present and former inquiries shows that the township, when the mines were in full working order, was carrying a population of 4,000 persons. In 1879, when the price of tin went down to £28 per ton, Tingha became almost depopulated; but a few years later, as the result of an advance in prices, the field was rushed and tin was discovered where formerly it was not supposed to exist. Since then the field made good progress until 1914, when, owing to the disabilities mentioned, mining operations became seriously handicapped and are now almost totally suspended.

The area of mineral country around Tingha is estimated at a radius of 13 to 14 miles. In 1913 there were 26 dredging plants in operation; the number is now not more than 12. A rough estimate gives the value of the metal raised from the mines since the opening up of the field at £3,000,000 to £4,000,000; and local mining expert information points to the conclusion that the district has not been more than partially exploited. A company is being formed for the purpose of bringing water, by means of canal construction, to the tin-bearing areas, and for irrigation, the object being, in addition to reviving the mining industry, to give an impetus to agriculture both east and west of the township.

One of the principal mines is Cope's Creek, opened in 1905, which has taken out an average of 140 tons of ore per annum to date, and has paid £150,000 for wood and wages. The ore is conveyed by road to Inverell at a cost of 30s., and by rail to Sydney at £4 per ton.

While the construction of a line from Guyra to Inverell would, it is stated, stimulate the mining industry in and around Tingha, Howell, &c., it is claimed that it would also serve an essentially grazing area as well as patches of country suitable for fruit, vegetable, wheat, and corn growing. The grazing capacity is estimated at one and a half acres to the sheep, and the wool produced is said to be clean and of excellent quality.

Most of the mining around Tingha has been of an alluvial character. The lode formations have not yet been opened up. The future of the industry apparently depends upon a water supply for mining purposes, an increase in the price of tin, and cheaper transit to and from the township. Although the latter would be brought about by means of a railway from Guyra to Inverell, it is asserted locally that, although it would be of great advantage, it is not an absolutely essential factor in mining development.

## CONCLUSION.

8. The Committee have considered this proposal from the point of view of the adaptability of the country to be served for settlement and production, its mining possibilities, and as forming a link in a cross-country line to the coast, and has arrived at the conclusion that it is not expedient the proposed railway be constructed.

A great deal of the evidence tendered in support of the proposed line, combined with a connection *via* Dorrigo to Coff's Harbour or the Clarence River, has been to the effect that it will give the producers north and north-west of Inverell an opportunity of despatching produce overseas *via* Coff's Harbour or the Clarence River. The Committee have given this aspect of the question careful consideration and have to point out that no determination has been arrived at either by the present or previous Governments to convert Coff's Harbour or the Clarence into a deep-sea port, and even if they could be so converted it is extremely doubtful whether the trend of traffic would be in that direction. From Moree, the principal centre west of Inverell, the distance to Coff's Harbour *via* Guyra and Dorrigo is 312 miles as against 309 miles to Newcastle, and the natural inference is that the shortest and, consequently, the cheapest route to an established port already fully equipped would be followed. In the case of the Clarence River the distance would be about the same. It



It has to be added that the works at present being carried out at Coff's Harbour, and estimated to cost £465,456, include an extension of the northern wall to Mutton Bird Island; an extension of the eastern breakwater towards the same point, a distance of 1,200 feet; and the construction of two jetties on the lee of the eastern wall. The area available within the port when the work is completed will be 116 acres, carrying a depth of 24 feet at low water. This will accommodate many of the interstate vessels and a small proportion of oversea ships. When the work is completed vessels of from 4,000 to 5,000 tons capacity can be navigated in and out in calm weather without difficulty, but the official evidence reveals that in an easterly gale vessels of this size will have to put to sea to avoid being blown ashore. The cost of creating a larger port capable of dealing with vessels of 35 feet draft would amount approximately to £879,000, covering an area of 148 acres; £1,236,900, covering 260 acres; £1,274,200, covering 250 acres; and £2,075,800, covering 363 acres.

Summarised, the position regarding Coff's Harbour is that the jetty cannot with safety be extended without an extension of the breakwater, the result of which would be a narrowing of the entrance and a decrease of the area for manœuvring vessels with a length corresponding to a draught of over 24 feet. Requirements can be met for vessels of not more than 4,000 to 5,000 tons capacity; but vessels of a larger size cannot be handled on account of the lack of room.

Regarding Clarence River, which has been suggested as an alternative deep-sea port, the Committee draw attention to the fact that the entrance provides for vessels of a 12-feet draught at all states of the tide. The construction of a breakwater on the northern side entrance and the removal of the reef have been authorised, but the work has not been commenced. It is considered officially, however, that the result of the work should be an improvement in the depth of the entrance channel and a lessening of the amount of dredging required. The improvements referred to, estimated to cost £69,000 and £28,000 respectively, will when completed enable vessels of 14 to 15 feet draught to enter the port and navigate the route to Grafton. Additional dredging required to maintain this depth is estimated to cost £6,000 per annum. In order to provide for deep-sea vessels an outer harbour of 282 acres in extent might be formed by breakwaters, leaving an opening of 1,400 feet for navigation. An inner harbour, when dredged for 4 fathoms in depth, would be 440 acres. The two works are estimated to cost respectively £1,044,000 and £676,000. The annual cost of dredging the harbour, which being at the mouth of the river would be subject to heavy floods, is set down at £10,000 per annum.

With reference to the mining possibilities of Tingha it has to be pointed out that the view taken by the Geological Surveyor of the Department of Mines, who is acquainted with the field, is that mining development there is stagnant on account of the low price of tin and not for the lack of water. Apparently the possibilities of mining are such that they cannot be regarded as having an important bearing upon railway construction. Although no systematic test of the field has been made, the geological indications are such as to bear out the assumption that deep leads exist, but whether they contain sufficient ore to justify their being worked can only be known, it is stated, by the sinking of shafts and prospecting the wash. Most of the surface alluvial in certain portions of the district has been worked out; at the same time it is considered departmentally that the field may continue at its present level for some time, provided that certain cutter dredges, with which experiments are about to be made, prove successful.

Whilst railway construction between Inverell and Guyra might slightly cheapen mining costs and allow a lower-grade ground to be more profitably worked than it is under existing conditions, the field is regarded by the Geological Surveyor as practically dying, and would be of very little value to the proposed line from a traffic point of view. The life of the field, based upon the assumption that the price of metals would be sufficiently good to justify the working of the ore in sight, and what is known to exist at its full limit, is estimated at from ten to twenty years, the latter being the maximum, unless of course further discoveries are made as the result of prospecting.

The future of Howell is considered to be somewhat obscure. Large deposits of complex ore contain tin, arsenic, and copper, the problem of extracting which has not been solved satisfactorily from a commercial point of view. In



In view of the circumstances mentioned the Committee consider that the construction of the proposed line at the present juncture would be premature.

RESOLUTION PASSED.

9. The resolution passed by the Committee is shown in the following extract from the Minutes of Proceedings.

9. Mr. Doe moved :—" That in the opinion of the Committee it is not expedient the proposed railway from Guyra to Inverell, as referred to them by the Legislative Assembly, be constructed."

Mr. Dick seconded the motion, which was passed on the following division :—

Ayes, 4.  
Mr. Dick,  
Mr. Doe,  
Mr. Mahony,  
Mr. Travers,

Noes, 3.  
Mr. Burke,  
Mr. Cameron,  
Mr. Drummond.

W. T. DICK,  
Chairman.

Office of the Parliamentary Standing Committee on Public Works,  
Sydney, 30th November, 1923.

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# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## MINUTES OF EVIDENCE.

### RAILWAY FROM GUYRA TO INVERELL.

TUESDAY, 30 JANUARY, 1923.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAYERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.

BRIAN JAMES DOE, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to consider the expediency of constructing a line of Railway from Guyra to Inverell.

Thomas Bryce Cooper, Under Secretary for Public Works, sworn and examined:—

1. *Chairman.*] Have you a prepared statement? Yes, it is as follows:—

#### PROPOSED RAILWAY FROM GUYRA TO INVERELL.

Estimated cost, £600,262, or £10,294 per mile, exclusive of land and compensation.

Length, 57 miles 60 chains.

Ruling grade, 1 in 40.

Sharpest curve, 10 chains radius.

On 22nd November, 1922, the Secretary for Public Works and Minister for Railways (Hon. R. T. Ball, M.L.A.) moved in the Legislative Assembly, "That it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon the expediency of constructing a line of railway from Guyra to Inverell."

Question resolved in the affirmative.

This proposed railway was reported upon by the Public Works Committee in 1916. On that occasion the proposal was considered in conjunction with one to connect Glen Innes with Inverell, and also in the light of possible future extensions to the north of Inverell and to the east of Guyra and Glen Innes as far as the Coast. As a result of their inquiries the Committee arrived at the conclusion that it would be premature to recommend the construction of any line connecting Inverell with the Great Northern Railway until full consideration had been given to the question where the future deep-sea port north of Newcastle was likely to be established, and the effect thereon of the North Coast Railway and its suggested extension from Kyogle to Brisbane *via* Richmond Gap.

Since the date of the Committee's report (2nd October, 1916) the remaining sections of the North Coast line up to South Grafton have been completed, with the exception of a length of 18 miles between Macksville and Urunga; also the railway from Glenreagh to Dorrigo is under construction. With regard to the proposed extension from Kyogle to Richmond Gap (which forms part of the Interstate Main Trunk Line recommended by the Royal Commission on Uniform Railway Gauge), the matter was the subject of inquiry by the Public Works Committee in 1921, when the conclusion arrived at was that it would be premature to recommend the construction of the line until completion of the North Coast Railway, including the line from South Grafton across the Clarence River to Grafton.

Following is the official description of the line:—

"This proposed railway commences at 286 miles 70 chains from Newcastle, and about 70 chains north of Guyra Station, and proceeds in a north-westerly direction to 296 miles, where a due westerly line is taken to 304 miles, the village of Ollera being passed about 5 miles on the south and the southern side of George's Creek, partly followed and crossed; thence a generally north-westerly direction takes it across Merton, Moredun, and Copes Creeks, and through the south-western corner of the village of Tingha; about 336 miles a

northerly bearing is taken through suburban area at Inverell, where the line ends at the western end of Inverell Station at 344 miles 50 chains from Newcastle, *via* Guyra, and at 410 miles 8 chains from Newcastle *via* Moree.

The works are moderately heavy with a ruling grade of 1 in 40 in both directions; the sharpest curve is 10 chains radius."

On the occasion of the previous reference to the Committee in 1914 the estimated cost, based on a survey made in 1888, was £361,551, or £6,261 per mile. The estimated cost of the line as now submitted, after providing for increased prices of labour and material, is £600,262, or £10,395 per mile, exclusive of land resumptions.

The latest statutory report of the Railway Commissioners, which also covers the alternative route from Glen Innes, is dated 9th December, 1921, and is as follows:—

#### PROPOSED RAILWAY FROM GLEN INNES TO INVERELL, WITH ALTERNATIVE ROUTE FROM GUYRA.

In accordance with the request of the Hon. the Minister for Public Works and Railways, and in pursuance of the provisions of the Public Works Act, 1912, the Commissioners beg to submit their report on the proposed railways from Glen Innes to Inverell, with alternative route from Guyra, the distances being 47 and 57 miles, respectively.

When the above proposals were reported on in March, 1914, the estimated cost of the Glen Innes route was £335,420, and for the Guyra route £361,551. Amended estimates prepared in November, 1920, placed these costs at £543,550 and £600,262 respectively. It has also to be pointed out that the interest charge, which was formerly calculated at 4 per cent., must now be raised to 5½d. per cent.

In regard to the revenue to be earned, it is exceedingly difficult to give an estimate, as much depends upon the probable intermediate development on either of the routes, and another phase is the contemplated opening up of a deep-sea port at some point north of Newcastle, to which a connection can be made from the New England tableland.

When these proposals were previously dealt with it was considered that the Guyra route had more to recommend it than the Glen Innes one, but since then the mineral industry to be served by the former has shown a backward tendency, and, in fact, throughout the Commonwealth it is in a very unstable position.

It is now strongly contended by the residents of the Clarence River area that the Glen Innes-South Grafton proposal should have further consideration in association with the other proposals for a connection with the Coast.

The whole question is, however, one of Government policy, first, as to whether a deep-sea port is necessary, and, if so, at what place on the North Coast, and, secondly, the most central point for establishing a connection by rail with the New England Tableland. Until these questions have been determined by the Government it would be premature to extend the line from Inverell to either Glen Innes or Guyra.

The working expenses for a daily train service between Glen Innes and Inverell would amount to approximately £14,000, and for the Guyra line it would be about £17,000 per annum.



Witnesses—T. B. Cooper, 30 January, and J. E. H. Kennedy, 2 May, 1923.

Any figures in regard to probable revenue would have to include a debit for loss by diversion of business from the present Moree-Inverell line, but, as previously stated, the Commissioners are unable to furnish any reliable information in respect to earnings beyond pointing out that the high operating costs on ordinary country branch lines generally absorb the actual revenue, thus leaving the interest charge on the capital cost unprovided for. Even this would be a much too favourable view to take of the proposals under consideration, and as in the case of Glen Innes-Inverell the interest charge alone amounts to £29,895, and for the Guyra connection £33,014, it would seem that the construction of either line would only add to the already heavy burden imposed upon the railway revenue from non-paying lines.

"The Common Seal of the Railway Commissioners for New South Wales was hereunto affixed the ninth day of December, one thousand nine hundred and twenty-one, in the presence of—

(Seal.)

JAMES FRASER,  
J. H. CANN.

W. JNO. MORRIS, Secretary."

From the time the Committee reported on the proposal in 1916 the necessity for linking up the Great Northern Railway with the North-west system, Inverell, has been urged on numerous occasions by the members for the district and the various public bodies interested. In May, 1917, the then Minister (Mr. Ball) promised, in reply to deputations from the Glen Innes and Inverell Municipal Councils, that as soon as the statutory time limit would permit the question of connection between Inverell and the Great Northern Line would again be submitted to Parliament with a view to reference to the Public Works Committee. Following upon the change of Government in 1920 the matter was reviewed by the succeeding Minister (Mr. Estell), who decided to refer the two proposals, viz., Guyra to Inverell, and Glen Innes to Inverell, to the Committee for investigation and report.

The Railway Commissioners were then asked for their statutory report on the line. This was received on 9th December, 1921, and on 21st December, 1921, notice of motion

was given to refer the line to the Public Works Committee, but the matter was not reached when the dissolution of Parliament took place in February, 1922.

The proposal now submitted from Guyra to Inverell has been supported by the Chamber of Commerce, Coff's Harbour, Tingha Railway League (Mr. G. H. Andrews, hon. secretary), and the Tingha New State and Development League (Mr. H. Wilson, hon. secretary).

The alternative proposal from Glen Innes to Inverell is the subject of a separate reference. In this connection it may be stated the Inverell and District Chamber of Commerce wrote on 10th March, 1919, intimating that at a numerously attended conference of delegates representing the Municipal and Shire Councils, the Pastoral and Agricultural Societies, Farmers and Settlers' Associations, rival railway leagues and other public bodies, including rival railway leagues throughout the north-west district, which had been called together to consider the matter of railway extension from Inverell to the Tableland and the North Coast, a resolution was unanimously carried as follows:—"That in the opinion of this conference it is desirable to have a railway from Inverell to the Northern Line, and the question of joining that line at Guyra or Glen Innes be determined by the Public Works Committee."

In June, 1922, the Premier, in reply to a deputation on the question of railway connection between Inverell and the Northern Line, said that the Government was determined to do all in its power to promote decentralization. In regard to developmental lines it was scarcely to be expected that they would pay all right from the start, and personally he was in favour of the Canadian system, whereby lines were thrown out and settlement followed. He would take the earliest opportunity of placing the matter before the Public Works Committee after the Government had been able to consider its railway policy as a whole.

I would also refer the Committee to the report of the Official Committee on Land Development and Settlement regarding the various proposed railway connections between the Northern Tablelands and the North Coast, and the possibilities of increased settlement in the areas concerned.

WEDNESDAY, 2 MAY, 1923.

Present.—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of railway from Guyra to Inverell.

John Edmond Harold Kennedy, Chief Draftsman, Department of Lands, sworn, and examined:—

2. *Chairman.*] I understand you have a statement to submit to the Committee with regard to the proposed railway from Guyra to Inverell?—Yes, it is as follows:—

PROPOSED RAILWAY—GUYRA TO INVERELL.

	Acres (about).
Alienated lands (tinted blue)—	
Including conditional purchases, conditional leases, conditional purchase leases, settlement purchases, homestead selections, suburban holdings, and homestead farms .....	340,100
Reserved lands, about 160,400 acres—	
*About 94,100 acres not held under any tenure (tinted green) .....	94,100
" 66,300 acres held under lease and license (edged green).	
" 160,400 acres.	
Leased lands (hatched blue)—	
Settlement leases (including about 100 acres reserves) .....	About 8,300 acres
Special " " " 16,100 " " " 17,600 "	
Crown " " " 40,200 " " " 71,300 "	
Improvement " " " 1,100 " " " 3,100 "	
Prickly-pear " " " 1,000 " " " 1,000 "	
(About 58,500 " " ) Ab't 101,300 "	101,300
Crown lands (tinted brown)—	
Held under occupation license (including about 7,800 " " ) .....	About 7,800 "
*Untenanted .....	7,100 "
(About 66,300 acres reserves) about 14,900 "	14,900
Total area about .....	550,400

\*It is probable that part of these reserved and untenanted Crown lands may be held under annual leases, particulars of which are not available at Head Office.

J. E. H. KENNEDY,  
Chief Draftsman,

Department of Lands,  
Sydney, 2nd May, 1923

PROPOSED RAILWAY—GUYRA TO INVERELL.

Limits of affected area.

In accordance with instructions received, the limits of the area which would be influenced by the construction of the proposed railway, Guyra to Inverell, have been restricted to 12 miles from each side of the proposed line, and are shown on map produced by a firm red band. Owing to the existing railways, Moree to Inverell and Sydney to Brisbane, the limits referred to on the western and eastern sides of the affected area are indicated on map about midway between these existing railways and the proposed line.

The 12-mile zone is shown on the northern and part of the southern side of the proposed line. Extension beyond the other limits indicated to cover that zone on each side of the proposed railway would include lands within the sphere of the existing railway lines referred to above.

Concerning the lands within the limits shown, the following particulars are submitted:—

Untenanted Crown lands.

The area of the untenanted Crown lands is about 7,100 acres, the major part of which, about 6,900 acres, was from time to time set apart, under the provisions of the Crown Lands Consolidation Act, 1913, between December, 1909, and July, 1921, for the following forms of tenure:—About 3,160 acres (remnants) for additional conditional purchases; about 3,560 acres for Crown leases; and about 300 acres for additional holdings, all in county of Hardinge. The capital value of these lands, excepting those set apart for Crown leases, varies from 10s. per acre in parish of Buchanan to 30s. in parish of Mayo. Out of the total area available for settlement within the limits referred to, about 300 acres have been applied for as additional Crown lease. No confirmation of the applications has yet been reported at Head Office.

Country.—Level to undulating; rough and rocky ridges in parts; granite and porphyry formation, generally suitable for cattle or dry sheep when improved.



Witnesses—J. E. H. Kennedy and B. P. Pearson, 2 May, 1923.

Soil.—Gravelly, sandy, and stony; poorly grassed.

Timber.—Gum, ironbark, stringybark, pine, messmate, peppermint, apple, blackbutt, with oak, wattle, and broom-brush scrub.

#### Forest Reserves.

There are twelve forest reserves, with a total acreage of about 22,200 acres. Ten of these reserves, two of which are only partly within the limits of the affected area, have been dedicated as State forests, and have an aggregate area of about 21,000 acres.

Country.—Generally undulating, rough, stony, and hilly in parts; poor to fair for grazing.

Soil.—Poor to average; clay subsoil, red and white granite sand in parts.

Timber.—Stringybark, white and red gum, blackbutt, peppermint, messmate, ironbark, box, currajong, and apple.

#### Improvement Leases.

There are three improvement leases, having a total area of about 3,100 acres, about 1,100 acres of which is covered by reserve.

Term.—One lease has a tenure of ten years and about two and a-half years to run; and the other two have each twenty-eight years' tenure, but one has about seven and a-half years and the other about nine more years to run.

Rentals.—The rents are:—2d. per acre, I.L. 41, in parish of Herbert; 1½d. per acre, I.L. 1,243, and 1-79d. per acre, I.L. 1,331, both in parish of Elsmore, all in county of Gough.

#### Power of withdrawal by the Crown for purposes of Settlement.

Under the conditions embodied in I.L. 41, the Crown has power to withdraw for purposes of settlement without compensation, except for lessee's interest in improvements on the land so withdrawn, the whole or any part of the land leased in the event of the whole or any part or parts of covering reserve being revoked.

It may be pointed out, however, that apart altogether from the specific conditions regarding withdrawals for purposes of settlement in this lease, the Crown has also a general power under the Closer Settlement (Amendment) Act, 1912, as amended by the Closer Settlement (Amendment) Act, 1914, to acquire for Closer Settlement any land comprised in any improvement lease, wherever situated, on payment of such compensation as may be agreed upon or determined in accordance with the provisions of section 4 of the first-mentioned Act, or under the amending Act of 1916, may purchase by agreement with the lessee.

In the other two leases, I.Ls. 1,243 and 1,331, the right of withdrawal by the Crown for purposes of settlement became operative on 9th August, 1913, and 13th January, 1914, respectively.

Mention may be made that under the provisions of the Crown Lands Consolidation Act, 1913, the holder of any improvement lease may, at any time during the last year of the lease, apply for the portion of the leasehold, if then unreserved, which contains the lessee's dwelling-house, not exceeding a home-maintenance area, as homestead selection, provided that the area be improved with permanent, fixed, and substantial improvements, including dwelling-house, to the value of £1 per acre, but not necessarily exceeding £640 in all.

It will be noticed that the area affected by the proposal under review contains three closer settlement purchase areas within its limits, as shown by firm white bands on map produced, with a total

area of about 2,406 acres. They were acquired by the Government under the provisions of the Closer Settlement Acts, the information concerning which is detailed in the following schedule:—

Settlement Purchase Area.	Acreage.	Date of Acquisition.	No. of Farms.	Disposal Average Price per Acre.	Disposal Average Price per Farm.
	Acres.			£ s. d.	£
Mitchell's "4" .....	189	18 Sept., 1920	1	6 0 0	1,195
Armstrong's "3" .....	330	1 April, 1921	1	7 17 6	2,695
Auburn Park "2" and "3" .....	1,877	{ 1 May, 1921 9 June, 1922 }	4	4 17 6 (about)	9,150

It may also be pointed out that within the limits of the affected area, in addition to the 7,100 acres of untenanted Crown lands, referred to above, there are about 94,100 acres of reserved lands not held under any tenure, other than annual tenure; about 7,800 acres of other Crown lands held under occupation license; and about 4,100 acres held under incontrovertible leases, making a grand total of about 113,100 acres of unalienated Crown lands.

#### Rainfall.

The average annual rainfall on the affected area varies from about 35½ inches at Guyra to 30½ inches at Inverell.

Benjamin Parkin Pearson, Compiler, Bureau of Statistics, sworn, and examined:—

3. *Chairman.*] I understand you have a statement to submit to the Committee with regard to the proposed railway?—Yes, it is as follows:—

#### PROPOSED RAILWAY:—GUYRA TO INVERELL.—AGRICULTURAL, PASTORAL, AND DAIRYING STATISTICS.

##### Holdings of 1 acre and upwards used for Agricultural and Pastoral Purposes.

Police Patrol Districts.	Season.	Holdings.	Area Occupied.		Total Area cultivated.
			Alienated.	Crown Lands.	
		No.	Acres.	Acres.	Acres.
Guyra (part) .....	1919-20	37	71,914	29,844	307
	1920-21	37	71,904	29,544	437
	1921-22	36	72,252	29,097	306
Bundarra (part) .....	1919-20	23	35,663	25,560	...
	1920-21	23	35,683	25,560	374
	1921-22	23	35,683	25,560	55
Tingha (part) .....	1919-20	95	45,862	81,736	874
	1920-21	93	47,410	67,699	810
	1921-22	93	47,850	71,755	1,174
Howell (part) .....	1919-20	16	1,006	9,633	24
	1920-21	19	1,006	11,263	28
	1921-22	18	1,026	11,457	45
Summary .....	1919-20	171	154,445	127,773	1,205
	1920-21	172	156,003	134,066	1,649
	1921-22	170	156,811	137,859	1,580

#### DETAILS OF CULTIVATION.

Police Patrol Districts.	Season.	Wheat.		Maize.		Oats.		Hay.		Green Food.	Potatoes, Fruit, &c.
		Area.	Yield.	Area.	Yield.	Area.	Yield.	Area.	Yield.		
		Acres.	Bushels.	Acres.	Bushels.	Acres.	Bushels.	Acres.	Tons.	Acres.	Acres.
Guyra (Part) .....	1919-20	...	...	2	18	...	...	293	126	2	10
	1920-21	...	...	14	345	50	1,380	355	364	...	18
	1921-22	...	...	16	138	..	...	274	327	...	16
Bundarra (Part) .....	1919-20	...	...	...	...	...	...	...	...	...	...
	1920-21	48	1,302	143	1,470	15	276	123	202	40	5
	1921-22	4	120	...	...	...	...	40	37	11	...
Tingha (Part) .....	1919-20	217	255	176	2,502	12	Nil	354	128	55	60
	1920-21	245	4,731	156	2,733	...	...	308	608	37	64
	1921-22	319	2,868	190	2,832	...	...	530	275	39	66
Howell (Part) .....	1919-20	...	...	16	45	...	...	8	2	...	...
	1920-21	...	...	17	255	...	...	8	14	...	3
	1921-22	..	...	36	500	...	...	4	4	...	5
Summary .....	1919-20	217	255	194	2,565	12	Nil	655	256	57	70
	1920-21	293	6,033	330	4,803	65	1,656	794	1,188	77	90
	1921-22	353	2,988	242	3,470	...	...	*848	643	50	87

\*Hay.—Wheat, 853 acres=144 tons.  
Oats, 453 " =464 "  
Lucerne, 42 " = 35 "



Witness—B. P. Pearson, 2 May, 1923.

PROPOSED RAILWAY: GUYRA TO INVERELL.

Live Stock at 30th June.							Wool Production during year ended 30th June.	
Police Patrol District.	Year.	Horses.	Cattle.		Sheep.	Swine	Sheep shorn.	Greasy wool.
			Milch Cows.	All other.				
Guyra (Part) ....	1920	No.	No.	No.	No.	No.	No.	No.
	1920	268	45	1,684	52,432	6	50,363	326,453
	1921	295	42	1,669	71,261	10	68,245	390,666
Bundarra (Part)..	1922	261	70	1,870	62,621	14	59,798	425,197
	1920	214	19	2,043	33,105	....	29,896	210,358
	1921	207	73	1,897	49,039	8	33,254	286,822
Tingha (Part) ...	1922	151	57	1,322	33,993	2	31,980	123,100
	1920	503	21	2,361	51,688	76	51,199	320,313
	1921	566	12	2,945	60,217	113	50,080	348,539
Howell (Part) ...	1922	562	45	4,157	69,099	122	57,457	439,131
	1920	92	14	191	3,334	13	3,050	16,630
	1921	101	22	247	4,477	36	4,220	27,871
Summary ..	1922	120	20	332	7,238	39	5,230	31,710
	1920	1,077	90	6,279	139,759	95	134,512	874,334
	1921	1,169	149	6,753	185,054	167	160,790	1,053,858
	1922	1,004	192	7,681	172,951	177	154,485	1,113,141

DAIRY PRODUCTION.

Police Patrol Districts.	Year.	Production during Year.		
		Milk.	Butter.	Bacon, &c.
		Gallons.	lb.	lb.
Guyra (Part) .....	1920	15,180	3,130	930
	1921	11,740	1,698	600
	1922	19,895	3,695	740
Bundarra (Part) .....	1920	4,940	1,102	.....
	1921	30,850	4,490	170
	1922	4,280	840	.....
Tingha (Part) .....	1920	4,100	509	.....
	1921	1,400	.....	.....
	1922	16,460	2,980	.....
Howell (Part) .....	1920	3,330	100	.....
	1921	7,385	290	.....
	1922	5,465	250	.....
Summary .....	1920	27,550	4,832	930
	1921	51,375	6,578	770
	1922	46,130	7,675	740

PROPOSED RAILWAY—GUYRA TO INVERELL.

Holdings of 1 acre and upwards used for Agricultural and Pastoral Purposes, 1921-22.

Area series based on alienated area of holdings.	Holdings.	Area occupied.	
		Alienated.	Crown Lands attached to Alienated Holdings.
Acres.	No.	Acres.	Acres.
1 to 30 .....	7	88	1,328
31 „ 50 .....	7	280	4,412
51 „ 100 .....	5	423	8,606
101 „ 200 .....	10	1,630	3,178
201 „ 300 .....	6	1,473	2,775
301 „ 400 .....	4	1,360	2,668
401 „ 500 .....	6	2,752	4,862
501 „ 600 .....	5	2,793	2,829
601 „ 700 .....	4	2,478	8,945
701 „ 800 .....	4	3,082	5,340
801 „ 1,000 .....	10	8,600	10,510
1,001 „ 1,500 .....	10	12,937	5,070
1,501 „ 2,000 .....	7	11,964	5,141
2,001 „ 3,000 .....	10	24,504	3,400
3,001 „ 4,000 .....	4	13,643	3,680
4,001 „ 5,000 .....	3	12,831	7,003
Over 5,000 acres .....	7	55,968	3,947
Total alienated holdings..	103	156,811	83,694
Consisting of Crown lands only .....	61	—	54,165
	170	156,811	137,859



MONDAY, 7 MAY, 1923.

Present:

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Guyra to Inverell

William Hutchinson, Chief Engineer for Railway and Tramway Construction, Department of Railways,  
sworn, and examined :—

3. *Chairman.*] You have a statement to submit to the Committee?—Yes, it is as follows :—

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

GUYRA TO INVERELL.

ESTIMATED Cost of a single line of Railway, 57 miles 60 chains in length, with 60-lb. rails. Ruling grade, 1 in 40 with and against the load, sharpest curve, 10 chains radius.

Description.	Estimated Cost.	Summary.	Average cost per mile.
	£ s. d.		£
Earthworks .....	135,490 0 0	.....	2,347
Culverts and timber bridges.....	45,873 1 8	.....	794
Larger bridges.....	10,052 3 0	.....	347
Overbridges.....	1,105 19 9	.....	19
Level crossings, cattle stops, fencing, and road diversion.....	16,367 10 0	.....	283
Permanent-way material .....	97,275 0 0	.....	1,685
Freight .....	3,827 10 10	.....	66
Platelaying .....	£8,893 10 0	.....	
Ballasting.....	£60,984 0 0	.....	2,041
Sleepers (2,376 per mile) .....	£48,024 18 0	.....	
		437,873 13 0	7,582
Station works, including junctions, two sidings, and signals .....		41,801 0 0	724
Station buildings—Passenger stations, £3,040; platform, £1,774; loading banks, £2,437; goods shed and platform, £1,600; 5-ton cranes, £520; 20-ton weighbridge, £3,150; trucking yards, £2,000 .....		14,521 0 0	251
Water supply .....		8,000 0 0	139
Mileage posts .....		185 12 0	3
Telegraph .....		5,775 0 0	100
Equipment of gangs .....		540 0 0	9
		508,696 5 0	8,808
Engineering and contingencies, 18 per cent.....		91,565 15 0	1,586
Total .....		£600,262 0 0	£10,394

Average cost per mile, £10,394.

4. The estimated cost of this railway has gone up since 1914 considerably, and I suppose that is due to the causes which have increased the cost in the case of the proposed railway from Glen Innes to Inverell?—Yes; it is due entirely to the same causes.

5. *Mr. Burke.*] When was the present estimate made?—In 1920. Wages to-day are practically the same as then.

6. There would not be much appreciable difference in the cost of material?—I do not think so.

THURSDAY, 17 MAY, 1923.

[The Committee met in the Council Chamber, Armidale.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a Line of Railway from Guyra to Inverell.

Henry Weir Graeme, District Surveyor, Armidale, sworn, and examined :—

7. *Chairman.*] Have you a statement to read regarding the proposed railway?—Yes, as follows:—The limits of area 12 miles on each side of this line, for a distance of about 50 miles, embrace an area of about 592,000 acres. Of this area there are about 505,000 acres of alienated and long-termed leased lands. About 10,000 acres are suitable for agriculture; about 394,000 acres are suitable for dairying and grazing, and about 101,000 acres comprise poor grazing land. There are about 58,000 acres of Crown lands; the area of agricultural land therein is nominal;

about 12,000 acres, mostly covered by mining reserves, would provide fair grazing land; and about 46,000 acres are inferior rocky granitic hills affording poor pasturage. The area of State Forests is about 17,000 acres, and as commercial timber is scarce in this zone, these State Forests will be required to partly fulfil requirements. There are about 12,000 acres of reserves, most of which are required for the gazetted purposes. All reserves containing land of any grazing or agricultural possibilities have recently been reduced to the lowest limits, and the excised areas have been alienated. This line would serve considerable mining interests, and for a distance of 15 to 20 miles south



Witnesses—H. W. Graeme, 17 May, and B. M. Wade, 24 May, 1923.

and south-east from Inverell, there are numerous occupied residential leases scattered through the bush. The following villages would benefit considerably should this Guyra to Inverell line be constructed, viz., Gilgai, Stannifer, Kimberley, Tingha, Howell, and Wandsworth. Tingha is an important tin-mining centre. This proposed railway is on a fairly direct line with that proposed from Guyra to Dorrigo, and these two lines traverse the least difficult, most direct, and shortest route from Inverell to the Coast for the Warialda-Moree and north-western districts.

8. *Mr. Doe.*] What mineral is to be found in the mining reserves within the influence of the proposed railway?—Principally tin, lead, silver, asbestos and others. The district has wonderful mining possibilities.

9. Is any mining work being carried on now?—Not much because of the drought and because tin has come down in price. As soon as tin rises in price a fairly large population will be engaged in the tin-mining industry.

10. *Mr. Drummond.*] Are you personally acquainted with the district about which you are giving evidence?—Yes, I know the Guyra-Inverell route fairly well. I have also been at the Ebor end, although not over the whole route.

11. What is your opinion of the country along the proposed route from Glen Innes to Inverell and along that from Inverell to Guyra?—I have no hesitation in saying that in the public interest generally, but not for agriculture, the Inverell-Guyra line is the line that should be constructed.

12. Is not the proposed line from Glen Innes to Inverell somewhat shorter than that from Glen Innes to Guyra?—Yes.

13. Do you consider that the land between Glen Innes and Inverell would settle more people than that between Inverell and Guyra?—Yes, not taking the main interests into consideration. From an agricultural standpoint the land along the proposed route from Glen Innes to Inverell is better than that from Guyra to Inverell.

14. Do you consider that mining is at a standstill between Guyra and Inverell because the field is worn out, or is it merely suffering from want of transport facilities?—I consider that it is not worn out. If the district were given transport facilities it would be a good thing for tin mining and it would increase that and other industries. Transport from the Howell end is fairly considerable as it has to go to Inverell and round by Moree.

15. *Mr. Travers.*] Are the forest reserves to which you have referred within easy distance of the line?—Yes, within a 12-miles radius.

16. Has much of the timber been cut out?—Yes, near the mining centres. The good mining timber has practically been destroyed. In all mining reserve leases for grazing there is a clause that all timber suitable for mining shall be preserved, but there is and will be as population increases a great lack of timber on that land whichever way you go.

17. Is there now an abundance of timber in the reserves?—There is not an abundance. That is why it should not be destroyed.

18. Has that timber any present commercial value?—Only for mining purposes—hardly any for building or saw-mill purposes, but of course it will grow.

#### THURSDAY, 24 MAY, 1923.

[The Committee met in the Council Chambers, Inverell.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.  
BRIAN JAMES DOE, ESQ.  
DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Guyra to Inverell.

Benjamin Martin Wade, alderman, and builder, contractor, and sawmiller, Inverell, sworn, and examined:—

19. *Chairman.*] Have you prepared a statement regarding the proposed railway?—Yes, it is as follows: I am Chairman of the Railway League Committee. Our Committee as a body have decided to advocate a connection with the Northern line, leaving the point of connection to the departmental engineer, our object being to secure an outlet to our natural markets. I am a sawmiller and timber merchant, brickmaker, builder and contractor, and have been in business for eighteen years. Good hardwood is unobtainable this side of the Northern line, supplies having been cut out, and the present timber is not matured. At present hardwood has to be carted across via Glen Innes or railed round through Werris Creek. The latter way is slightly cheaper. Cypress pine is nearing extinction. Owing to unfavourable seasons very little building has been done in Inverell and west of Inverell for the last eight years, hence arrears of work are accumulating. After a couple of good seasons and this work is started, hardwood will have to be obtained. I owned a sawmill out from Bolivia until last year. There are millions of feet of timber of all classes there. It cost me 20s. per 100 super. to put hardwood on rail Bolivia, and from 9s. to 11s. per 100, to bring to Inverell by rail through Werris Creek. If a line were connected with the Northern line, either at Deepwater, Glen Innes, or Guyra, it would cost 3s. 3d., 3s. 6d., and 4s. 6d. per 100 at present rates. Richmond River pine should be largely used here, but owing to carriage it is cheaper to use oregon. What we use now, comes from Killarney and Newcastle. There are large supplies at Bonalbo and Sandilands. It is cheaper to

cart from those places to Tenterfield than Casino, where it presently goes, because it would not have to be carted over the mountain at Sandilands. From Killarney to Inverell via Werris Creek is 583 miles. If rail connection were made at Glen Innes it would be 205 miles. Bonalbo to Inverell, via Werris Creek, is 518 miles; via Glen Innes, 130 miles. This timber now goes via Byron Bay to Newcastle, thence to Inverell, a distance of 841 miles. As all our doors, mouldings, and internal fittings could be made of Richmond River pine, it will be seen what a difference in building costs there would be by a connection with the Northern line. A line connected with the main line would pay to re-establish a mill, say at Bolivia, or many other places along the Northern line. Local cypress pine is getting very scarce and hard to procure, and is bound to rise in price. If hardwood could be landed at a reasonable rate it would mean that cypress pine could be conserved for linings and floorings, for which it is unsurpassed in Australia, being ant, borer, and vermin proof, durable, gives off at all times a healthy, sweet odour, does not readily take dry rot, and is not splintery. Hardwood will compete with pine over the present routes, when pine reaches 33s. per 100 for rough. It will reach that price next year or the year after. During the war, Sydney builders became aware of the qualities of cypress pine, with the result that two-thirds of the output of cypress pine is going to Sydney markets to-day. If seasonable conditions had not reduced building over the west during the last eight years, cypress pine would have been cut out by now. While I had a mill at Bolivia, I paid in freights from there from 1st September, 1920, to 30th June, 1922, £678; or from 1st September, 1920, to 30th December



Witnesses—B. M. Wade and L. B. Peacocke, 24 May, 1923.

1921, £501. Timber costs too much to land here, so I had to sell the mill. Had there been rail connection with the Northern line, I could have kept the mill going, and increased its size, and freights would have been approximately £270 in that time. If I had had the out-put and spent a small amount on the road over Mount Speribo, I could have reduced the landed cost of timber materially, and thus reduced the cost of building here. I consider hardwood can be delivered here if a connection is made for about 25s. per 100. Assuming this to be correct, and the proposed connection is made, I estimate 150 tons of timber per week will come to Inverell and the north-west. The north-west is on the verge of a timber famine, and in view of that fact, Inverell should be connected with the Northern line. Most of the hardwood forests are nearest the line between Guyra and Tenterfield. If this connection is not made all the hardwood will have to be hauled over Ben Lomond through Werris Creek to Inverell.

20. What price do local builders pay for oregon landed here?—Approximately 42s. per 100 super. feet. Hardwood costs 29s. to 31s.

21. Is much oregon brought here for building purposes?—Not just now, but in the past there was. For cottage building pretty well all cypress pine is used. For shop building, one-third oregon, one-third hardwood, and one-third cypress pine would be used.

22. Would the building of the proposed railway lead to an increase in colonial hardwood trade in the district?—Yes. At present scarcely any hardwood is used here except on special jobs. If the railway were constructed, more hardwood would be used.

23. Would it mean a reduction in the use of oregon and in cypress pine?—Yes.

24. *Mr. Burke.* At present oregon is cheaper than hardwood?—Not for joinery work. We should use Richmond River pine if we could get it direct by rail. The cartage on it is prohibitive.

25. *Mr. Doe.* Would a connection with Glen Innes be preferable to one with Guyra from a timber-cutting standpoint?—I do not think it would make much difference. There is good hardwood all along the road. A great deal depends on whether we could get Richmond River pine. A line from Tenterfield to Casino would enable us to get timber supplies. If only one line is to be constructed, I suppose it is a matter for the engineers to determine which is the easiest and best route.

Lance Bereford Peacocke, Forest Guard, Inverell, sworn, and examined:—

26. *Mr. Cameron.* Have you prepared your evidence in writing?—Yes, I have a statement as follows:—I wish to give evidence on the timber question as it affects the case for railway communication between Inverell and the tablelands.

Supplies of milling and splitting timber are now practically exhausted within distances at which they can be profitably drawn to areas which would be served by a railway from Inverell to a point north of Guyra, and only very small supplies are available along the Guyra-Inverell route. There are 6,167 acres of permanent hardwood forest reservation within the limit of profitable haulage from Inverell at the present time, but if a railway were built from Inverell to Guyra this would be increased to 14,167 acres. About half of this contains timber of species which could be described as first class, and the balance inferior species, such as New England blackbutt (*E. Andrewsii*) and in addition there is 6,750 acres permanently reserved under cypress pine. The matured timber upon the State Forests mentioned is now practically cut out, and I estimate that a period of about 20 years must elapse before any considerable quantity of matured hardwood or cypress pine will again be available, and even then the supply as compared to the probable demand will be trifling. The chief value of our local hardwood forests now lies in their supplies of pole timber for mining and other purposes,

and I think the demand for such should a revival in the mining industry occur, will effectually prevent the maturing of the different species of hardwood to milling or splitting sizes. In addition to the State Forests, large areas not under such reservation in the Tingha district carry very valuable hardwood forests, but these cannot be depended upon to relieve the situation, as under the Mining Act any person—not necessarily a miner—who cares to obtain a miner's right at a fee of 5s. per annum is authorised to strip bark and cut down and waste timber for his own use, without other restriction than that it be for his own use, and under cover of this privilege the waste of timber is appalling, and it is mainly due to this legalised abuse that the cost of mining timber in this district is almost prohibitive, and matured hardwood for milling and mining purposes is practically unprocurable. For the purposes of this inquiry its most important feature is that it will effectually put many thousands of acres of stringybark forest outside consideration as a future source of timber supply owing to the fact that as soon as a sapling is large enough to supply a sheet of bark it is generally stripped and destroyed, so very few reach maturity. I have endeavoured to show that we cannot reasonably expect to supply our own district timber requirements from our own forests, and the questions that now arise are:—(1) What are these requirements likely to be? (2) Whence can they be supplied? It is almost impossible to answer the first question, but I can perhaps give an inadequate idea of what they may be by stating that the area suited for mixed farming between Waterloo and a few miles east of Warialda is reliably estimated at 960,000 acres, and if this were subdivided into farms of approximately an average area of 400 acres, and each farm subdivided into four paddocks, 28,800,000 super feet of timber would be required for buildings, 21,120,000 split posts, 316,800,000 super feet for fencing (which would require renewing at intervals of about 30 years), and about 6,813,000 lineal feet of round timber would be required for yards, in addition to which huge quantities of timber would be required for culverts, bridges, telephones and telegraph poles and for many other unspecified purposes. Of course, in many instances one fence would serve as a common boundary, but this would be offset by lanes and roads within the blocks requiring double fences, and the fact that a four paddock subdivision is a modest estimate. Towns included within the area would reduce the number of farms, but their requirements would swell the timber consumption figures. The town of Inverell consumes about 6,000 tons of fuel timber annually, and a great deal of this must shortly be transported here by rail. Whence can our timber requirements be supplied permits of only one answer, which is mainly from east of the tablelands. A very small and decreasing quantity of timber is available for the use of the district from sources west of the dividing range, and the main factors which prevent a very large timber trade between this centre and the eastern watersheds are costs of haulage per road or rail *via* Werris Creek from the tablelands, and the general stagnation and decay of rural industries in the north-west, with a consequent financial stringency, which we believe to be transient and not normal, but which has the effect of causing the settlers to carry on with rotting and inadequate buildings, and decaying or falling fences, because they cannot at present replace them or erect additions. Shire authorities are in the same predicament regarding culverts, &c., and after maintaining present work have little funds for new ones. We believe railway communication with our natural markets will promote closer settlement and prosperity, and with these the demand for and uses of timber in this district must be enormous. Most of the timber we would use must be hauled along the railway we now ask for. As evidence of the amount of timber necessary to mining, I might state that during the year 1913 six of the principal local dredges consumed 600 dredge legs and 3,682 stays, representing 4,282 separate trees, and eight mines (seven deep leads and one lode formation) consumed 66,600 lineal feet of round timber and 25,955 laths. The consumption



Witnesses—L. B. Peacock and B. C. Bexley, 24 May, 1923.

during this year was below normal. During a period of three years the principal local mine working on lode formation consumed 364,802 lineal feet of round timber, 620,139 split laths, and 26,599 cords of fuel, the total amount paid out by the mine for the purchase of this timber being £19,999.

27. Is there a good supply of timber on the north-western slopes?—There is a certain quantity there, but it would be too expensive to transport it by team. A great deal of timber could be obtained on the eastern side of the tablelands. Road transport makes all the difference. There is good timber to be obtained in this district, but as it is too far from the railway it does not pay to exploit the forests. Matured cypress pine has been practically cut out in the near districts.

28. Could you draw supplies from the Pilliga Scrub?—I understand the supplies there are not very great. Cypress pine grows very slowly. I estimate that it grows in circumference one half inch per annum. A fair milling log is between 60 and 70 years old.

29. Mr. Doe.] What do fencing posts cost here?—Average sized hardwood posts £5 5s. per 100 landed at Inverell. Ironbark posts cost about £8 per 100.

30. Have cement posts been made in the district?—No. Most of our district is basalt soil, which swells and contracts in wet or dry weather, and the posts would eventually fall over. Even hardwood is inclined to fall over in places. The expense of cement posts would be very great, and I believe they would be unsuitable in the farming portion of this district.

31. Is there any blackbutt between Guyra and Inverell?—Yes, *Eucalyptus Andrewsii*, which is different from the coastal blackbutt *Eucalyptus pilularis*. In the Tingha district there are 15,000 to 20,000 acres suitable for growing conifers. If that timber were grown there would be a softwood supply for the north-west. *Pinus insignis*, which grows in that district, is suitable for butter boxes, but it takes twenty-eight years to mature into a fairly thick log.

32. Does the possession of a miner's right give a man the right to go practically anywhere and destroy the timber?—It gives him *carte blanche* to go where he likes upon ordinary Crown lands.

Brian Charles Bexley, grazier, near Inverell, sworn, and examined:—

33. Mr. Doe.] I understand you have a considerable mining experience?—Yes, I have been a mine manager for many years. I lived at Howell, and for seven years was general manager and chairman of directors of the board which controlled the mine there. There is one level 400 feet deep at one end, and 800 feet at the other end, the length being 6,000 feet. It has been proved to be a big and payable mine. For many years we had great difficulty in treating the ore because it was very complex. We used to sell copper, silver, tin, lead, and arsenic. The mine if started again would employ at least 300 men. The ore has to be treated on the mine. You cannot send it to any other works because it is too complex. A piece of our ore the size of an ink-stand may contain fifteen different metals. We sold bullion and matte worth £50,000 each year the mine worked. We treated about 70 tons a day. All that was wanted to make the concern a success was a railway to Inverell or direct means of getting to the coast. At that time we shipped nearly all our metal to Germany. We spent many thousands of pounds. Germany paid us a better price than we could get anywhere else. The main thing now is that there is a very large quantity of ore in the mine, but with the present rate of wages and the absence of railway communication it does not pay to work it. If we had reasonable transport facilities there would be traffic to and from the mine in coke, bullion, matte, and arsenic, to the extent of 10,000 tons a year. We used to make 3 tons of arsenic a day. The railway would make mining a booming industry. The mine would last for one hundred years. Mr. Pittman and other authorities say that it is a true fissure lode. I

have proved it for 6,000 feet at a depth of 800 feet, and it is only reasonable to suppose that it runs on. We used 40 cords of wood or about 1½ ton a day. For the last two years we worked on a small scale and paid out £1,200 a week in wages. The sections show an even grade of ore right through. The lode is in granite country. The value of the ore would be roughly £7 per ton. I used to pay all my underground men £1 a day. We paid every man on the mine 2s. a day over the award rates.

34. How much country did you hold for mining?—About 120 acres.

35. Can you give the Committee an idea of the value of the body of ore?—One would be safe in estimating it as a £7 proposition for crude ore.

36. Is the mine still working?—It is only just dodging along sufficient to carry out labour conditions. It requires a new plant which would cost £30,000. About £10,000 working capital would also be necessary. It would take £50,000 or £60,000 to start the mine going again. There is no plant there now, the mine being only working in a crude way. Developments at the further end have proved richer. About 250 feet is the deepest we have gone, and at the bottom the assay is good.

37. Is there any wood suitable for underground work handy to the mine?—No, the nearest is 12 to 13 miles away. If the railway were constructed we could get it from the Guyra slopes.

38. If you had direct connection with the coast would you run your bullion over the railway and ship it at a port on the North Coast?—Yes, and copper ore and arsenic.

39. I take it you favour the Guyra-Inverell proposal?—Yes, from a mining point of view, but any railway from Inverell to connect direct with the coast would benefit us tremendously. We have to send our stuff 500 miles to Sydney, and we have to pay storage in the warehouses. Sydney is too congested for anything on a big scale, the cost of handling and other charges on big parcels being excessive.

40. How many men have you employed on the mine now?—About six. But about 1911, I had 600 there for a long time. We closed down in 1913, when I had 300. A gentleman representing an English firm asked if they could get a concession to run a narrow-gauge railway from the mine to Inverell. The Howell mine is not the only line of lode in the district. There are several lodes which would pay to work, but it is a complex proposition. With the construction of the railway, five or six mines in the Tingha district would start work. The other mines have not been developed sufficiently to determine whether they are going to be big things. There is no mine in Australia like the Conrad for quantity. It is a true fissure lode running across granite country.

41. How far is the Conrad mine from Tingha?—About 12 miles.

42. What would be the position of Tingha if a railway were constructed from Glen Innes to Inverell?—It would benefit Tingha a little.

43. Mr. Travers.] From a mining standpoint, would a line from Glen Innes to Inverell place you in a much better position than you are in to-day?—Yes. Coke takes a long time to reach us by rail. The trucks were shunted on to a side line and sometimes we did not get it for a fortnight.

44. What relief would a direct line to the North Coast give you?—It would give us direct shipment overseas. There would be no storage charges and no extra handling in Sydney. We should ship at Coff's Harbour.

45. You would have storage and handling charges wherever you went?—Nothing approaching that in Sydney.

46. I suppose the price of metal is almost as important a factor in working a mine profitably as railway communication?—Yes, but cheap freight means that you can sell at a lower price. If I got £1 per ton for 10,000 tons, it means £1,000 profit.

47. What is the lowest price of silver at which you could afford to reopen the mine?—About 2s. 3d., with a railway.



Witnesses—B. C. Bexley

W. H. Seccombe, G. T. T. Butler, and W. A. Kook, 24 May, 1923.

48. *Mr. Burke.*] What is the average daily output of your mine?—About 70 tons of ore a day.

49. How many men would that keep going?—You would require from 250 to 300 to keep the water jacket and furnace going.

50. As far as direct communication with the coast is concerned, I take it you are not particular which way the line goes?—That is so, except that the Guyra-Inverell proposal would suit the mining industry better.

51. *Chairman.*] Do you expect large oversea steamers to go to Coff's Harbour and take your loading, if the proposed line is constructed?—Not for a while, I suppose. It would be a matter of time.

52. *Mr. Cameron.*] Have you considered the possibility of shipping your output at Newcastle?—We did go into that once or twice. Germany wanted our output, and we shipped direct.

53. Are not the shipping facilities at Newcastle infinitely better than anything Coff's Harbour could offer for many years to come?—Yes, I suppose so.

54. *Mr. Drummond.*] Is the backward tendency of mining in this district due to unstable conditions or because exclusive of your own mine, the field has been worked out?—Mr. Hughes's Act has killed mining during the past five years. I refer to the War Precautions Act which has been a curse to the mining industry. It has done more to kill mining in Australia than anything else.

55. Have you reason to believe that the base metal industry will improve in the near future?—Yes, there will be a big impetus in the mining industry.

56. Do you consider that the tin-mining industry of Tingha is worked out or is the present slump in tin responsible for the cessation of operations there?—The country around Tingha has only been scratched. There are years and years of mining in the Tingha district.

Will am Henry Seccombe, retired farmer, Rosshill, Inverell, sworn, and examined:—

57. *Mr. Burke.*] Will you read your statement?—Yes, it is as follows: Over 10,000,000 feet of timber was shipped from Coff's Harbour last year; most of that was hauled from Dorrigo. A great deal of that timber is used in this town and district, but it has to go nearly 300 miles to Sydney, then 500 miles up here. Almost every kind of soft wood, including pine, beech, and Molly gum, can be obtained. Splendid hardwood from Dorrigo, through Guy Fawkes towards Guyra, could be had, which would be a great asset to this district. There is potato and general farming land from Dorrigo through to Guy Fawkes. In 1918 and 1919 I paid up to £23 for wheaten and oaten chaff, the local value here, I understand, being about £13. Lucerne chaff and hay was also a fearful price. It was not bought by the bag. I often bought 3 and 4 tons at a time. It was common for teamsters and dairymen to do that through drought times, and always through the winter. Paspalum grass goes off about May, and is the principal grass grown from the Nambucca River to Tweed Heads. It means four or five months heavy feeding every winter. We could be connected with the coast in 150 or 180 miles. When I arrived here last November twelve months the lucerne patches were looking splendid. Maize will yield up to 50 or 60 bushels a year here. This district will also grow oats, wheat, and barley.

58. Which in your opinion is the better route to the Great Northern railway?—I understand that Inverell is willing to leave it to the experts to decide, but no doubt the shortest and cheapest route would be to Glen Innes. The land from Glen Innes to Inverell is the better for agricultural purposes, but there is good fruit land from Inverell to Guyra. From Guyra through to Ebor and in the Guy Fawkes district there is some excellent land. From what I know of the country I would say that the Glen Innes route is the best. A great deal of timber is

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required in this district, and the Dorrigo scrub could supply pine, beech, Molly Gum, which is equal to beech, and other scrub woods. Hardwood is also required.

59. Would a railway from Glen Innes to Inverell give an impetus to lucerne growing?—Much of that country is suitable for lucerne.

60. *Mr. Doz.*] Is there a demand for lucerne in the upper parts of the North Coast?—Yes.

61. Why does not Grafton supply that district with lucerne?—Because other crops pay better.

62. Is Grafton good lucerne country?—I came from the Macleay River and I would not call it good lucerne land.

George Thankful Thomas Butler, mixed farmer, Ormond Vale, near Inverell, sworn, and examined:

63. *Mr. Mahony.*] For how many years have you been farming in this district?—About sixty years farming and grazing. I first saw Inverell in 1861 when it was a sheep and cattle run, and the only cultivation carried on then was confined to small farmers in the populated areas. After mining commenced to dwindle the farmers did not grow so much. We are really only 400 miles from Sydney, yet the railway is 500 miles long. The freight is crushing. I put in a lot of lucerne and went in for fat lamb raising, and we grew a bit of produce. I used to pay £8 15s. per load to send lambs to Sydney, and the cost now is £15 2s. 6d. I cannot stand the freight and the taxation. There is really no profit and I am now 78 years of age. I hold 688 acres, and have one son and two daughters, my wife being dead, and I am no better off than I was as a younger man.

64. Which would be the most suitable line from Inverell to the tablelands?—The country between Inverell and Glen Innes is rich basalt, and between Inverell and Guyra it is granite. I should say a line from Inverell to Glen Innes is the most suitable.

65. How would you suggest that a connection should be made with the Great Northern line and the North Coast?—Via Tenterfield and Casino. From Tabulam there is splendid agricultural country suitable for dairying and farming right into Casino. If we had that connection we could get to Casino in about 210 miles from Inverell. The Richmond, Clarence, and Tweed districts must have a population of over 96,000. On the North Coast they grow no fruit worth speaking of. With the railway there would be a big trade in fruit. They would consume 17,000 tons of wheat and 255,000 sheep a year.

66. Has the price of land in this district increased?—Slightly. Lambs which I have sent to Sydney have lost as much as 10 lb. in weight after two days and two nights in the trucks, so I gave it up. My lucerne is still growing. I have an irrigation plant which cost me £400. Brisbane is a market for our chaff. The land on Waterloo, Newstead, and King's Plains is first class. I managed King's Plains estate for ten years, and I believe, if cut into 400 acre blocks, it would provide living areas for many farmers. To carry coal to Guyra and north to Tenterfield is not a good proposition. To Glen Innes and then north and south is the economical way. Our nearest coal-mine south is at Glen Innes. Distances are as follow:—

From Ashford to Glen Innes, via Inverell.....	85 miles.
" " " via Tenterfield .....	143 ..
" " " via Guyra .....	122 ..
" " " via Armidale .....	149 ..
From Curlewis Coal Mine to Glen Innes.....	198 ..
" " " Tenterfield.....	256 ..
" " " Guyra.....	161 ..
" " " Armidale.....	134 ..

William August Kook, farmer and grazier, near Inverell, sworn, and examined:—

67. *Mr. Drummond.*] What area do you hold?—I have about 600 acres about 4 miles from Inverell. I have prepared the following statement:—I consider there are close on a million acres suitable for wheat, maize, oats, barley, and other cereal crops, also lucerne, which are



*Witnesses—W. A. Kook and J. Ditzall, 24 May 1923.*

affected by rail connection with the Northern system and the coast. I should say there are not much more than 100,000 acres under crop. With proper access to our natural markets, we could treble the area sown each year. Naturally this is an enormous loss to the district. The whole of the area sown in normal seasons would yield about 7 bags per acre of wheat. Of maize the average would be about 40 bushels. Oats and malting barley also do very well and give yields up to 60 bushels per acre. About half of the area could be classed as suitable for maize, and a much larger area could be found for wheat, oats, barley, and other cereal crops. Wheat is chiefly grown for hay and chaff; and 2 tons per acre is quite a common return. By a connection with the coast, an enormous impetus would be given to mining and will be passed on to the chaff and fodder industry. We used to sell about 100 tons of chaff every year when the mines were working, but in normal seasons without the aid of the mines, chaff is a drug on the market. With an outlet to the coast we should be able to market enormous quantities of wheaten chaff, also lucerne chaff and hay, as well as other fodders. Practically the whole of the area will grow lucerne. About one half could be classed as good lucerne land. In normal seasons we get three to four cuts, each cut going from 10 cwt. to a ton per acre. In some cases on very good soil it would go more. We should find a ready market for a large quantity of lucerne on the coast, as generally we could make a much primer sample than they can in the coastal areas. The reasons are that the growth here is not quite so rank, owing to lesser rainfall. We get much more favourable weather for curing the hay. With an outlet to the coast we could also consider the fat lamb industry. At the present to truck dumb animals round by Moree should be made a criminal action, as the journey is absolutely cruel, and quite prohibitive in the warmer weather. When we have fats to truck we have to wait till the cool weather comes or stand a chance of losing large numbers owing to the severe heat on the Moree line. I am sure that is the reason why so few lambs are reared for market purposes. That applies to all stock and anyone trucking in the warmer months should be prosecuted for cruelty to dumb animals. The Glen Innes route is suitable for wheat, maize, lucerne, and other cereal crops. The Guyra route is suitable for fruit, potatoes, onions, oats, and all kinds of vegetables, being adapted to intense culture. Trials with tobacco have proved a success on this soil. I am of opinion that both flax and cotton will be largely grown here in the future as experiments have proved up to expectations, where weather conditions have been favourable. Under adverse conditions quite a number of orchardists are making good. Tons of fruit that could be trucked to the coast are allowed to rot each year. Fruit growing in this district would become a live industry if the growers were sure of an outlet for their surplus fruit. There are thousands of acres along the Guyra route suitable for fruit and vegetables. We can grow magnificent chaff in this district and we could send fine lucerne to the coast. I never saw better lucerne than that which has been growing here for twelve years. We have grown flax for two seasons, and I think flax will become an important industry here. Cotton has also been successfully grown in the district. If we had a reasonable outlet we could truck hundreds of cases of fruit to the North Coast.

68. What particular connection with the coast have you in mind?—To my mind any connection with the North Coast would benefit us. We want to do away with dead ends.

69. What do you estimate is the loss on fat lambs in travelling them from Inverell to Sydney?—Five or 6 lb. via Moree.

70. If the railway were built would there be an outlet for your fat lambs on the coast?—I think so. Why not have abattoirs there to treat fat lambs? There is an enormous market on the coast for mutton and lambs for local consumption and they could be exported.

71. Do you consider that the whole of the Inverell district could grown lucerne?—Yes, even on the ridges. It grows well in granite soil.

72. Is much lucerne hay made here?—Very little. The farmers want educating up to it. Proper markets would give that industry a big impetus. There is not much sale here for lucerne chaff or lucerne hay, but there would be a ready sale for it out Moree way. I am certain we could market a very large quantity of produce on the North Coast. We used to have a big trade at the door.

73. Is any fruit grown in Inverell?—Yes; one man I know has 12 or 15 acres and is making money out of it. His market at present is chiefly around Tingha. We should be able to send our produce away in refrigerating cars to the northern rivers. If we could do that we would find a big market.

74. *Mr. Doe.*] The North Coast people believe that paspalum is not a properly balanced ration, and they would be prepared to buy from you lucerne delivered on the North Coast. At what price could you send it there?—If we could get £4 10s. a ton for lucerne hay, we should be on a good wicket.

75. *Mr. Cameron.*] Have you ever sent lambs to the Aberdeen Meat Works within 250 miles of Sydney?—No I do not know that they have gone there.

76. Is not the fat lamb market governed by the export trade?—I would not truck fat lambs to Sydney from Moree in the hot weather as I consider it is inhuman.

John Ditzall, farmer, near Inverell, sworn, and examined:—

77. *Mr. Travers.*] What is the area of your property?—230 acres. I grow chiefly maize and wheat. I have prepared the following statement:—I am a native of the district, and with the exception of eleven years, have followed farming pursuits all my life. My land is typical of thousands of acres throughout the district, and though most of it has been under cultivation for half a century or more it still yields good average crops. With proper farming, land of this description can be maintained in a highly fertile condition indefinitely. All cereal crops can be successfully grown; but wheat, maize, and hay crops predominate. Lucerne also does well. The wheats produced are of good milling quality, consequently we need have no fear of competition in the open market for our flour. In supporting a connection with the Northern Railway system, and thence to the coast, I would strongly emphasise the fact, that if our agitation bears fruit we can supply all the wheat and flour that the people of New England and the coast from Kempsey to the Queensland border require, together with all the fodder they want, provided the freights are reasonable. The coast population in the area mentioned is approximately 120,000, and reckoning the flour requirements per head per year as equivalent to 5 bushels of wheat, it means 600,000 bushels or 16,000 tons. From Armidale to Tenterfield we have 30,000 inhabitants, who grow practically no wheat, whom we could supply. They need 4,000 tons of wheat. Queensland does not always produce enough for her own people, and there too would be an opportunity for us. Thousands of tons of chaff and lucerne hay could be placed on the coast. A farmer in this district could have sold 100 tons of lucerne hay at £6 per ton on trucks, Inverell, to a North Coast agent a year ago, but as the cost of conveying it to its destination was prohibitive no sale was made. Mining always played an important part in the prosperity of this district, and railway facilities would have a very material effect for good on that industry. The linking up of this important centre with the coast would result in great progress and prosperity.

78. Have you any choice of the two proposals to connect Inverell with the tableland?—No, although possibly the Inverell-Glen Innes connection is the better one.

79. How would you describe the country as far as Swanvale?—In the Swan Brook valley there is some very



good farming land ; that includes Swanoak and portion of Newsetad, down to Ellesmore and Inverell. In the Swanbrook valley a fair amount of wheat is grown.

80. Is much wheat grown 10 miles east of Inverell in the vicinity of the proposed railway ?—Yes, on the main Glen Innes road there is a fair amount.

81. Is much grown north-west of Inverell in the direction of your own property ?—Yes.

82. Is the country further north and north-west of Inverell better for wheat-growing than the land between Inverell and Swanvale ?—Not better, but there are greater areas. In 10,000 acres the percentage of wheat land would be greater.

83. What area would be required for wheat-growing between Inverell and Swanvale ?—From 200 to 500 acres, and for grazing from 700 to 800 acres.

84. Is the wheat grown in the direction of Swanvale as good a wheat as that produced in your district and further west and north-west ?—Yes, I think so ; the soil is much the same.

85. Is wheat grown in the black soil country as good as that produced on the red soil ?—Yes.

86. Do you look upon a railway from Glen Innes to Inverell largely as a developmental line ?—Yes.

87. Would a good deal of the produce grown in the district between Inverell and Moree find its way over the Inverell-Glen Innes railway to Queensland ?—Yes, I think a good deal would.

88. It would give you the choice of another market in Queensland ?—Yes.

89. Do you consider that a railway from Inverell to Glen Innes is complementary to a connection between the tableland and the North Coast ?—I have an open mind on that question. No doubt it would enable another market to be opened up. Personally I would prefer a line from Inverell to Guyra, but I do not press that on the Committee. A line from Guyra to the coast would give us the option of sending our produce north or south. The following agricultural statistics are for the police patrol district of Inverell :—

Cultivation.		Inverell Police Patrol District.	Inverell Police District.
Total area cultivated .....	Acres	36,603	70,383
Wheat area .....	"	17,753	40,405
Yield .....	bushels	204,957	459,954
Maize area .....	acres	8,295	13,258
Yield .....	"	146,694	224,088
Other grain area .....	acres	1,419	1,926
Hay—area cut, Wheaten, Oaten, and Barley .....	acres	5,247	7,969
" " Lucerne .....	"	1,964	3,246

90. To what districts do those figures approximately apply ?—Torrington, Deepwater, Emmaville, Tingha, Ashford, Kingstown, Howell and Delungra.

91. What would be the general average over a period of five years ?—From 12 to 15 bushels. If we capture the markets we can produce the wheat.

92. At what distance from rail does it pay to grow wheat ?—Some growers are carting 20 miles at a cost of 1s. 3d. per bag.

93. Can it be produced profitably at that distance ?—At 5s. a bushell it can.

94. Would a railway from Glen Innes to Inverell stimulate wheat production in the district ?—Yes, if we captured the markets.

95. *Mr. Doe.* I understand you have been farming for many years ; have you been cultivating the same land all the time without giving it a rest ?—Well, it might be thrown out occasionally. I have used no artificial manure, nor have any of the other settlers immediately around me.

96. *Mr. Burke.* What does it cost you per bushel to send wheat to Sydney ?—6d.

97. Is it worked on the zone or the mileage system ?—On the flat rate system.

John Lyall, farmer and grazier, near Inverell, sworn, and examined :—

98. *Chairman.* You have a statement to read ?—Yes, as follows :—I desire to point out the difficulties of farmers in this district situated without railway communication with our natural markets. These disadvantages would be overcome by an efficient service and the prospects of the district would be 100 per cent. brighter. Wheat, which is our main crop, grows to perfection in this district. At present it costs 6d. per bushel freight to send it to Sydney. This charge, for want of competition, is imposed whether sold to the local mill or not. If we had railway connection with the coast not only should we save in freight, but we should have a better market, and it would benefit the people here. More maize is grown here than in any other part of the State. Being of much better quality than that grown on the coast, there is a bigger demand for it in the eastern districts. Oats is a very heavy yielder in the district, but not profitable if same has to be sent to Sydney to compete with southern grown oats, which is of better quality. With less freight and a good demand for oats on the coast, larger crops would most assuredly be grown. The Inverell district is a very strong hay centre, heavy crops being the rule. As evidence of the value of the district for hay I was informed by Mr. Staggs of Inverell that when the mines were in operation at Howell he used to cut up to 1,500 tons of chaff in a year. He was only one of many with chaffcutters on contract with the farmers. Now the mines have closed he does not cut more than 100 tons. If a railway line existed to the coast this chaff industry would not be lost, as at present, and there would be a much greater quantity grown. The district is eminently adapted to lucerne growing, but practically no lucerne is grown except for grazing purposes. It is out of the question to send lucerne to Sydney costing 30s. per ton freight and having to compete with Hunter River lucerne. There are thousands of acres of heavy black soil in the district really being wasted. There is no better lucerne land in the State. A thriving industry is latent for want of a market. Regarding machinery, a header costs £15 freight to land in Inverell from Sydney. Oil, farm, and station supplies cost 1s. 1d. per gallon freight. This expense could be greatly reduced if machinery when imported could be landed on the sea board direct and railed straight across, then the farmer would show a profit for his labour instead of continually working on an overdraft, as is the case with the large majority of farmers to-day. The district is really in its virgin state and for mixed farming there is no better. For the want of an access to our natural markets and the expense of sending our produce to Sydney a lot of good farming land is lying idle. I have a lease on which there are 300 acres of the best lucerne land being grazed. I am at a loss having to graze same. A few months ago I had 100 cattle quite fat enough to be railed to the seaboard, but not prime enough to send to Sydney with the ruling prices and cost of trucking. The result is that they have lost condition and may die during winter. This is not only a loss to me, but to the State. By having an outlet to our natural markets that land, and thousands of acres in the district, would be put to more profitable use by the owner, which, in turn, would bring more revenue to the State. As a returned soldier, the question of defence strikes me very forcibly. In the event of an attack troops inland could not be quickly transported to any point desired, and as quickness of action is one of the main factors in successful military operations, railway connection with the coast is a matter of urgent necessity.

99. You maintain that as far as lucerne, hay, and maize are concerned Sydney is not a satisfactory market ?—That is so. You have to pay 30s. a ton freight on hay to Sydney. The freight on maize is also too high. If we had a cross-country line we could get rid of our maize much more easily. The freight to Sydney is 6d. a bushel. It costs 1s. 3d. a bag to get wheat to the station. Wheat grown in New England is not as good as wheat grown here, and there



Witnesses J. Lya I, T. H. Kook, and A. F. Sweeney, 24 May, 1922.

is a big demand for wheat in New England and on the North Coast. We supply the market along the Northern line. Once you get over the range the wheat is not so good.

100. Have you in mind any particular port on the North Coast for the shipment of your produce overseas?—No; I suppose Coff's Harbour would be the best place. Thousands of acres of agricultural land now lying idle would be cultivated if the railway were built.

101. How much land are you cultivating?—350 acres.

102. Do you make that pay?—Yes.

103. Why could not you make 600 acres pay?—I should have to put another man on. At present I can work the land myself. We sell our wheat to the local mill, but there is only one here.

104. What does it cost you to transport your wheat from the paddock to Sydney?—Generally the teamsters work by contract.

105. Is the cost of getting wheat to market a serious handicap?—Yes.

106. At what price per bushel does it pay you to grow wheat?—About 4s.

107. What is your average yield?—For five years 21 bushels. I do not grow much maize, but maize has yielded, over five years, about 28 bushels.

108. What does your lucerne yield in a normal season?—I grow enough only for my own use. In a year I would take off about 2 tons to the acre.

109. *Mr. Burke.*] How far is your place from the railway?—Seven miles along a heavy black-soil road.

110. Have you worked out what it costs you to produce wheat?—Only at the end of the year when I find out how much money I have in the bank.

111. Have you been to Sydney during the year?—Yes, I have, but I cashed my gratuity bond. I have been twelve years in the district, but was at the war for four years. I have been on my present holding three years.

112. Have you got out of the ruck?—Yes. We had good prices for our wheat. I do not grow wheat on the heavy black soil. That is more suitable for lucerne. I would cultivate 650 acres if we had the railway.

113. I suppose your objective is the coast?—Yes, the more markets you have the better prices you get. No more pools for me.

114. Do I understand that the farmers in this district are mostly living on overdrafts?—Yes, I think the majority are. A line to the coast would help the farmers very much.

115. Is Inverell in a better position than Glen Innes?—Well, they can send their produce north and south by train. We have the land which Glen Innes has not. They cannot grow wheat like Inverell can.

116. Do you know of many farmers in this district who are in a state of semi-bankruptcy?—Yes.

117. You are not in that position?—No, I have not had time yet. So far I have done well, but wheat has done it. In some wet years we cannot grow wheat for grain.

118. *Mr. Doe.*] To whom did you sell your wheat?—It was sold in the voluntary pool last time.

119. *Mr. Drummond.*] Do you consider that the question of freight to Sydney is the most important factor or is it the matter of another market?—The market is most important. Freight even to Sydney does not stop us from growing wheat.

120. *Mr. Cameron.*] Is not the wheat market governed almost entirely by oversea prices?—No, because we might sell on the coast.

121. Wheat is grown profitably at Ungarie and at Wyalong, just as far from Sydney as you are?—Yes, but farming out there is a different proposition. A farmer out there with 600 acres could probably grow wheat on every acre. It is not likely that wheat would go past Sydney to the North Coast when we could supply that district.

122. Do you believe you could compete with the west and south-western wheat districts and that you could supply wheat cheaper to the North Coast?—Yes.

Theodore Herman Kook, farmer and grazier, near Inverell, sworn, and examined:—

123. *Mr. Travers.*] Have you prepared a statement?—Yes, it reads as follows:—I have for the past ten years been growing and experimenting with vegetable crops, such as tomatoes, cauliflowers, green peas, cucumbers, pumpkins, marrows, water and rock melons, french beans, and onions. These are the varieties I handle for the best returns, but almost any vegetable crop thrives well in this district. There is at present a very limited market for these products, and when there is a glut in any one of these crops there is no get away for the surplus, which means loss to the grower. If we were connected by rail with the northern line the difficulty of placing products would be largely overcome, as a grower could then send his products north or south, to whichever market offered the best inducement. I pay 2s. per bushel case to the northern line by motor, which is hard to both grower and consumer. I might also mention that as our district is six weeks earlier than the tablelands there is a ready market there for early vegetable crops such as those mentioned. I have kept a record of many crops grown on granite sandy soil, of which we have in this district thousands of acres, superior to that on which I am producing my crops. The following extracts are from my record book and show what returns can be had from crops in this district:—

*Tomato Sales, 1918.*—From 3,500 vines there were harvested 280 bushel cases of tomatoes, the weight being 6 tons 7 cwt. This crop was sold in the early market at 16s. per case or about 4d. per lb., the gross return being £227 7s. 6d., and net return of £200 per acre.

*Cucumber Sales, 1918.*—From less than  $\frac{1}{2}$  acre of land there were harvested 150 bushel cases of cucumbers. The crop was sold in the early market and averaged 11s. per case, the return for the crop being £82 12s.

*Pumpkin Sales, 1919.*—From 9 acres of land in all 401 dozen pumpkins were harvested, and sold at the rate of 1d. per lb., making an average of 8s. per doz., or thereabouts, the gross return being £151 16s., a return of £16 15s. 6d. per acre.

*Green Peas, 1920.*—From 1 acre of green peas 323 kerosene tins of peas were harvested. These were sold in the early market at the rate of 3 $\frac{1}{2}$ d. per lb., weight being 5,814 lb., gross return £88 8s.; 1s. per tin of 18 lb. was paid for the pulling of the crop, £16 2s., leaving net return of £72 5s. per acre.

*Cauliflowers, 1922.*—From about 1 acre of land 4 000 cauliflowers were sold, giving return of £156 12s. 9d.

Shop trade (Inverell), 1920—vegetables only. Proceeds paid into the bank, £361 12s. 9d.; 1921, proceeds banked £406 19s. 2d. (vegetables only).

[These returns are the extract of bank dockets and are correct.]

124. Do you support the proposed railway from Glen Innes to Inverell?—Not particularly. I want to see constructed a railway to the main northern line.

125. Is most of what you produce consumed locally?—Yes, because freight charges to the northern line of 2s. per bushel case is too high, especially for tomatoes. A railway would make a great difference to me. If many more farmers went in for the same lines as I do there would be no sale for our produce under present conditions.

126. Do you send any of your produce to Moree?—Not a great deal. I would expect a new market on the tablelands if the proposed railway were constructed.

Armand Edmund Sweeney, manager, Co-operative Butter and Bacon Factory, Inverell, sworn, and examined:—

127. *Mr. Mahony.*] Where is your main market?—We do an export trade. I have prepared the following statement: The dairying industry in this district dates back to 1901, practically from the inception of closer settlement. For a large number of years, progress was slow, probably owing to our isolation making us more or



less conservative and unknown, and also to the great versatility of the district which, unlike most, gives settlers a wide choice in their calling. With the influx of coastal settlers in recent years, skilled in dairy work, the industry has received a considerable impetus and is steadily developing on sound lines notwithstanding dry spells. As a matter of fact, these partial droughts have played a big part in proving the economic advantages of the industry in the district. The mixed farmer and agriculturist have on many occasions "saved their bacon" by turning crop failures into butter successes per medium of the dairy cow, and there is no disputing the fact that the district is essentially suitable for butter and bacon production. The periodically recurring dry spells can be more than counterbalanced by the facilities offered for the growing and conservation of fodder crops. The richness of extensive areas easily accessible to cultivation, the great variety of artificial fodder crops that can be produced, viz., lucerne, maize, sorghums, millets, pumpkins, and principal cereals such as wheats, oats, barleys, and ryes, together with the wealth of natural grasses and herbage, give greater selection than any other dairying district in the State. The climate facilitates the conservation of fodders by the cheapest possible methods, viz., pitting as silage and stacking as hay. With these natural advantages, given reasonable means of transport, Inverell district could produce and conserve fodder of the highest nutritive value in the lightest portable condition, and with a little Governmental assistance, could form a large part of the State's insurance against drought. It is doubtful whether any district in the State contains such vast areas of lucerne land, and there is certainly none richer. Proof of this can be found in the *Government Gazette*. The agricultural inspector's report showed that after several years of field experiments, with and without fertilisers, the soil was sufficiently rich and did not require the addition of fertilisers. The records of our Co-operative Company show that for the first ten years, 488½ tons of butter were produced, the value of which was £47,827 0s. 9d. For the next ten-year period ended June, 1922, which included the big drought, 2,135¼ tons were produced, realising £239,136 3s. 8d., an increase of approximately 400 per cent. During the latter ten years, bacon-curing has been engaged in, and 16,504 pigs have been treated, realising £62,221 15s. 1d. Adding the returns for both departments the total sales for the ten years amounted to £301,357 18s. 9d. Taking any one year's results in the Company's history, that ended June, 1922, has been the most successful, the turnover amounting to £51,703 5s. 2d. for butter and bacon. The largest year's butter output was 250 tons, and the largest number of pigs treated in any one year was 3,400. Our isolation through want of railway connection with the Main Northern line is the industry's drawback. Our products suffer material deterioration every summer through having to withstand the excessive heat in transit over the north-

west plains. Repeatedly our butter is reported to be running from the boxes on arrival in Newcastle or Sydney. Likewise our bacon is appreciably affected by the heat, and decreased in selling value. We certainly have the alternative of sending in refrigerator cars per goods train, but our experience has proved that consigning per the faster service is preferable. The other method takes several days longer in transit and seriously taints the flavour of the butter by the stuffy mouldy odour, which develops in the car through being shut up in a heated condition. The first day's journey to Moree exhausts the ice. We have only to take a two-hours' trip over the 42-mile route to Glen Innes to find that butter manufactured during the day is placed on the evening train, and has to withstand only a cool night's transit to the same markets. The Committee, knowing the extremely perishable nature of our products, will readily realise the handicaps placed on the industry by the present transport system. Through the want of railway connection we are denied a very valuable local market, which geographically belongs to us, viz., Tenterfield to Werris Creek, for our bacon products. To reach these markets by rail requires travelling 480 miles, whereas, with connection, we could reach them in 100 miles. Our disability in this regard allows Queensland factories to supply these valuable markets. By several times winning the Commonwealth District Trophy Competition at the Royal Sydney Show, the wonderful resources of this district were widely advertised, but this advertisement is greatly discounted when prospective settlers view our isolation. Many valuable dairy-farming families have migrated from the North Coast into Queensland, who would have been attracted to this district but for our want of direct railway connection with the Main Northern line. If the proposed railway were built, we should escape the heat in transit over the north-west plains in summer. I believe the Glen Innes route would facilitate dairying operations because of the better land there.

128. Do you look further than the main line for your market?—Yes, we believe that the industry will progress to such an extent that we shall largely increase our export trade. We are looking forward to a coastal connection.

129. *Mr. Drummond.*] We have a good deal of evidence that fodder from the tablelands and west is needed on the coast at different periods?—My experience on the North Coast was that every winter we required fodder. The *paspalum* does not grow well after the frosts until the spring. It is not a balanced ration.

130. As some of the richest land in New South Wales is on the North Coast, why cannot the North Coast farmers grow their own fodder supplies?—Lucerne requires lime in the soil, and that is lacking in the lucerne land on the North Coast.

131. As a butter-factory manager and dairy expert, where would you say the best undeveloped land lies east of the Main Northern line?—The whole of it is good country.



FRIDAY, 25 MAY, 1923.

[The Committee met in the Council Chamber, Inverell.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.  
BRIAN JAMES DOE, ESQ.  
DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Guyra to Inverell.

Robert John Polk Higgins, farmer and grazier, near Inverell, sworn and examined:—

132. *Chairman.*] Have you a statement to read?—Yes, as follows:—I have been a resident in this district about seventeen years. I know the proposed railway routes, Inverell-Guyra and Inverell-Glen Innes. I am a member of the Inverell Pastures Protection Board and of the MacIntyre Shire Council. I produce the stock returns for the district from 1916 to 1922, as follows:—

Year.	Horse.	Cattle.	Sheep.
1916 .....	11,934	11,908	583,983
1917 .....	12,330	27,641	585,759
1918 .....	12,467	31,687	525,147
1919 .....	9,597	25,615	413,961
1920 .....	8,837	26,005	482,886
1921 .....	9,410	30,693	499,807
1922 .....	9,448	30,372	513,255

In 1921 there were railed from the Inverell district, exclusive of what may have been railed from Barraba and Glen Innes, from properties more conveniently situated to those railway stations, 30,657 sheep for metropolitan slaughter. Upon these sheep there was a loss in weight of 183,942 lb., and in money of £2,299. That is taking the loss in weight at 6 lb. per sheep, and the lost value at 3d. per lb. An annual toll is extracted from the sheep growers of this district as a sacrifice to the centralisation of the meat industry. The wool production can be taken at 9,996 bales, the value of which at a conservative estimate is £199,920. Crown lands to the south and south-east of Inverell embrace about 80,000 acres, of which about 20,000 acres are forest reserves. Of these lands there are probably 10,000 acres fit for agriculture. The grazing lands, though frequently classed as "poor," respond very readily to the axe. Land that fifteen years ago was considered fully stocked when running a beast to 30 acres, is now, under improved conditions, *i.e.*, ringbarking, scrubbing and subdividing, carrying a sheep to the acre and over. To the south of the proposed line from Inverell to Glen Innes there is an area of approximately 20,000 acres of Crown lands. This is rough in parts, but perhaps half that area would be good grazing land, if improved. Upon both proposed routes the travelling stock reserves and camping reserves have been curtailed to a minimum. The whole of the Crown lands, except the rocky hills, grow excellent fruit and vegetables. I advocate a connection with the Northern line from a grazier's view for the following reasons. It would cut out long distance in the journey to Flemington. It would do away with a lot of the loss caused by the long, hot trip round by Moree. It would enable us to land sheep at Flemington without the sap being wasted. It would give the consumer a tender and better class of mutton. It would give us a second market in Brisbane. It would lessen the mileage, and so cheapen the rate on stock to market. The reduced mileage would also cheapen the freight upon goods from Sydney. It is the first step towards opening up our natural market on the North Coast, where there is already a market for most of the commodities we produce. They grow neither wheat nor mutton. All they consume has to come from Sydney, some 500 miles, while we, who are only 150 miles away, cannot supply them. A connection with the tableland would enable stock owners

in the west and north-west to get their starving stock on to relief country. It would enable stock men along the North Coast to get a market for their male calves, instead of killing them, because land is too dear in those districts and holdings are too small to rear them.

133. What are the limits of the land you have described?—In the Inverell Pastures Protection district it extends to Ashford, Gramam, and Delungra, east to the foot of the range, and south to near Tingha. The loss is most serious in summer, due to sheep having to travel over the hot plains, as a result of which much of the sap in the meat is lost. Recently we had to shift two trainloads of stock from the western district, *via* Werris Creek, to the tablelands. We lost 630, which were store sheep and mostly ewes.

134. I gather that you want not only a connection with the great northern line but also a coastal connection?—Yes, a connection from Guyra down.

135. *Mr. Travers.*] By how much would a railway from Inverell to Glen Innes shorten the rail distance to Sydney?—Not a very great deal, but it would cut out travelling through the heat of the plains. A connection between Inverell and Guyra would materially shorten the distance. It would obviate the long train journey to Sydney *via* Moree.

136. Would the construction of a railway from Inverell to Guyra or from Inverell to Glen Innes cause cattle to go to Queensland?—Occasionally, because the Brisbane market is at times better than the Sydney market. I get quite as good and sometimes better results in Brisbane than in Sydney.

137. Would not a great deal of trade be diverted to Brisbane?—Dead trade, like wool, might go there, but a good deal of live stock and farm produce would be diverted to Toowoomba and Ipswich.

138. Would the proposed railway be of any use to people north of Inverell around Ashford and Bonshaw?—Yes, they truck both cattle and sheep to this district, and the same thing applies to them in regard to the trucking of sheep over the hot plains in summer. There is a coal-field in the district which would supply pretty well the whole of this part of the State with coal. Limestone can also be obtained in the district.

139. I presume you look upon a line from the main northern line to the coast as complementary to a connection between Inverell and the great northern railway?—I do.

140. *Mr. Cameron.*] Do you anticipate that you would get more for your produce on the North Coast than at Flemington?—Under present conditions they have to be sent *via* Sydney to Grafton and Casino. If the railway were constructed it would be a matter of 50/50. Lambs have lost 15 lb. in weight in being sent to Casino.

141. Have you ever made use of the lamb market?—Yes, you often get better prices in Maitland than you do in Sydney, but it is a very tricky market. You have only to keep the Newcastle butchers away and the Maitland market is in the air.

142. Would not more people be supplied from the Maitland market than from the North Coast market?—Yes, but the Maitland market is in touch with the whole of the west.

143. Do you consider the market for your fat stock is better on the North Coast than at Maitland?—Yes, for sheep it is more stable, not for cattle.



Witnesses—R. J. P. Higgins and H. T. Hadley, 25 May, 1923.

144. Have you ever considered the bringing of carcasses from Sydney in the cold storage vessels that carry butter; would not that militate against a good market on the North Coast?—There are facilities for them to do that if they want to, but they have never done it. They prefer to truck from this district to Sydney and then send by boat.

145. *Mr. Burke.*] Are stock from this district sent by road to the North Coast?—Very seldom. Some would go *via* Tenterfield and some *via* Glen Innes.

146. You referred to a number of sheep being sent away by truck; how many were there?—6,700. There is no land between Inverell and Glen Innes that will produce the quantity of fruit and vegetables that the land along a line from Inverell to Guyra would produce. Good strawberries can be grown there too.

147. The trend of evidence seems to be in favour of the Inverell-Glen Innes route?—Yes, from an agricultural standpoint, but there is a large area of Crown land available south-east of Inverell.

148. *Mr. Mahony.*] Is the district between Inverell and Glen Innes suitable for mining?—Yes, in the vicinity of both the proposed routes mining is going on. Large mineral deposits at Ellesmere have been worked in the past and will be worked again with railway facilities. On the Guyra-Inverell route there is an immense area of mineral-bearing country, and if a railway were constructed one of the largest mines in the State would start work. That is the Conrad mine, near Howell.

149. *Mr. Doe.*] What area of land do you hold?—About 170 acres here. I have some elsewhere.

150. Cannot something be done to promote country killing and the sending of chilled meat to Sydney for disposal?—While there are so many vested interests and the abattoirs and allied works are at Flemington, I do not think there is the slightest chance of it.

151. Is there anything to prevent graziers organising so as to send their meat to Sydney?—There is no law to prevent it, but there are vested interests, which when works were established at Werris Creek, Gunnedah, and Narrabri, absolutely crucified them. Only recently a man came here and gave us a demonstration of the "Bullock" system of preserving meat. He treated meat and kept it for a fortnight and invited us to partake of it. You could not have got better meat. That man has now gone to America with his process because Sydney turned it down.

152. The reason was that the Board of Health was doubtful whether meat treated in that way was digestible and healthful?—That may be so. Where you can put eight or nine live stock in a truck you could put forty or fifty frozen carcasses.

153. *Mr. Drummond.*] Do you consider that the estimate of the District Surveyor of Armidale that there are about 20,000 acres of cultivable land within the influence of a railway from Glen Innes to Inverell is correct?—The District Surveyor should know, but I think he has under estimated the area. There are 10,000 acres of valuable Crown land that have never been scratched between Kangaroo Camp and Wandsworth. It is suitable for wheat, corn, fruit, and vegetable growing.

154. Where would your principal outlet be for produce and stock—Brisbane or the North Coast?—The coastal market. There are 150,000 people on the North Coast hungry for mutton, wheat, and flour. That is our market, because they cannot grow those commodities.

155. In what area are those 150,000 people?—From Coff's Harbour to Glenreagh and from Acacia Creek to the ocean.

156. If you had to pay practically the same freight to deliver your stock to Murwillumbah or to Lismore as you have to deliver it in Sydney, do you consider you would still be on a better wicket?—Yes, because the grower bears the burden of freight all the way no matter where he goes.

157. *Mr. Cameron.*] Would you say 9,996 bales of wool is the average yearly production for the last ten years?—We run from 410,000 to 580,000 sheep per annum. The 1921

return showed 499,000 sheep. That is the average over ten years or more. There are 1,600,000 acres of Crown land in the district.

Herbert Thomas Hadley, managing director, Inverell Milling Co., Ltd., sworn and examined:—

158. *Mr. Doe.*] Have you prepared a statement?—Yes, it reads as follows:—I am strongly of opinion that if the Inverell district was connected with the North Coast by rail the local flour milling industry would be considerably extended. Under present conditions not nearly sufficient wheat is grown in this district to enable the local mill to work up to its full capacity. Practically all local grown wheat is sold to the Inverell Milling Co., Ltd., but the average annual local yield within a radius of 20 miles for the past ten years amounts to only about 70,000 bags. The mill is capable of gristing 135,000 bags per annum. With a railway from Inverell to the coast doubtless thousands more acres of good wheat land would be taken up and put under crop. Consequently much more wheat would be grown in the district, and instead of working the mill one shift, with an occasional short run of two shifts, it would be possible to work three shifts through the year, thus providing employment to many more men. As the cost of production while working full time would be much less than under present conditions, the selling price of mill products would be reduced in proportion and the whole community would be benefited. Under normal conditions, owing to the fact that this district is usually well supplied with natural grasses and herbage, there is only a comparatively small local demand for bran and pollard, and it is necessary for us to send more than half our production of these commodities to Sydney for sale. That is not a paying proposition, as freight for such a long distance is very high. If Inverell were connected by rail with the North Coast our surplus offals would probably find a ready market there, as considerable quantities of bran and pollard would be required by the coastal farmers for feeding purposes. Similar remarks apply to surplus flour. Inverell wheat is noted for strength and quality, and flour made from it has an excellent reputation. It can always be sold in competition with any flour in the State. The Sydney Chamber of Commerce calls on us every year for an average sample of locally grown wheat for the purpose of fixing the "fair average quality standard," and on all occasions we find that the sample sent from Inverell is above the average fixed for the State, which shows that this district is very suitable for wheat-growing. If we had a railway direct to the coast we should have an outlet for our produce. Our surplus produce now goes to Sydney and some of it to the Northern line.

159-160. Would you get better prices on the North Coast than in Sydney?—We should get better returns and we should have an advantage in freight. I suppose prices would be about the same. If the proposed railway is constructed I hope this district will be connected with the North Coast.

161. What fuel do you use?—Coal; it is cheaper here than firewood.

162. If the North Coast people used electric power would it not give them an advantage over you?—No. The cost of fuel is a small item compared with the cost of production. The proportion is about one-tenth or one-twelfth.

163. Can you give the Committee some idea of the quantity of wheat grown in the vicinity of your mill?—About 70,000 bags per annum within a radius of 20 miles of the mill for the last ten years. If a line were opened up to the coast more wheat would be grown here than the mill could use. We have other buyers here now.

164. *Mr. Drummond.*] Is there much land in this district suitable for wheat-growing?—I understand there are many thousands of acres.

165. The Committee recently recommended a railway from Camurra to Boggabilla; would that line add to your wheat supplies?—No, the freight from Pallamallawa



*Witnesses*—H. T. Hadley, F. A. Lewin, and T. J. Bowling, 25 May, 1923.

would be about 4d. a bushel to Inverell, which has to be added to the cost of production. To the seaboard it is a fraction over 6d.

166. How far is Pallamallawa from Inverell?—About 60 or 80 miles—430 from the seaboard.

167. *Mr. Cameron.*] Do I understand that not sufficient wheat is grown within 20 miles of your mill to keep it going to its full capacity?—Yes.

168. Could your mill absorb all the wheat grown within 20 miles?—At present we absorb all the wheat grown suitable for milling. A little chick wheat may be sent to Sydney.

169. *Mr. Mahony.*] It has been stated that wheat produced in the Inverell police patrol district amounts to 459,000 bushels?—Yes, within a radius of 20 miles of Inverell for the record season 1920–21.

170. What freight do you pay per ton on flour?—19s. 1d.

Francis Alexander Lewin, fruit and produce merchant, Inverell, sworn and examined:—

171. *Mr. Drummond.*] Have you a statement prepared?—Yes, it reads as follows:—I am a member of the Inverell Railway League, and at present am in business as a fruit and produce merchant. I have had considerable experience in the growing and marketing of fruit. I claim that Inverell district is very suitable for fruit growing. There is an immense area of good land suitable for the further extension of the industry provided proper railway facilities are available. The climate is also very suitable, and we claim this to be the only district in the State where cherries and oranges grow side by side. Most of the fruit grown locally is marketed here and in the towns of the north-western system. No good results have obtained by sending stone fruit or grapes to Sydney on account of the long journey, part of which is over the plains during the hottest periods of the year. Very few apples and pears are grown in the district, but they do well on the tablelands. Freight on fruit from the tablelands amounts to as much as getting fruit direct from Sydney. This district could send grapes and oranges to the tableland towns, and if the line were extended to the Northern rivers, grapes and stone fruits could be marketed, and an interchange of bananas and pineapples grown there could be made. In getting pineapples direct from Queensland it has often happened that freight exceeds cost of fruit. I think whatever point tapped on the Northern system would benefit the fruit-growing industry, as it would give us our choice of north or south. As far as the coastal connection is concerned I favour serving the greatest centres of population. Classification of fruits and areas required, of suitable land in this district to enable a decent living to be made.

Varieties	Acreage.	Gross Returns.
Navel oranges .....	10 acres .....	£600
Valencia oranges .....	10 " .....	"
Mixed citrus cherries .....	12 " .....	"
" citrus and grapes .....	12 " .....	"
Mixed fruits .....	20 " .....	"
Table grapes .....	10 " .....	"
Cherries .....	10 " .....	"
Mixed citrus .....	10 " .....	"

These figures represent trees in full bearing. I recommend 20 acres for cultivation and for crops, and 20 to 30 acres grass paddock to enable two horses and one cow to be run. These figures tend to show what a large population the fruit-growing industry will support on a small acreage, and I believe that with railway communication a big impetus will be given the industry.

172. What has been your experience of this district?—The place I was on was held by one family for thirty-five years, during which time we successfully carried on fruit growing. I have never been off the place.

173. Does the fruit land extend right to Guyra?—No, not quite. Good fruit is grown between the halfway house and Glen Innes. The land between Inverell and Guyra is suitable for apples, pears, and grapes.

174. What is the reason for the non-success of the soldiers' settlement at Clinton?—There are a good many reasons. Incompetence is one. Men were put on the land who did not understand the work.

175. Could a man expert at orcharding make a good living at that in this district?—Yes, I am sure of it. The trouble is that gluts occur in stone fruit and grapes. You have only from one to three months in which to harvest your crop. The local market cannot absorb the stuff and a big wastage takes place. With the railway the surplus could be marketed. We have a large area of land suitable for stone fruit and grapes.

176. Are tropical fruits from the North Coast brought here?—Bananas and pineapples are brought to Tenterfield by motor lorries and come round by Werris Creek. It is cheaper to get bananas and pineapples direct from Sydney.

177. What connection would be most suitable for this district?—Either would be beneficial.

178. *Mr. Cameron.*] How long would it take an orchard in this district to become a paying concern?—Stone fruit or vineyard about three years. Oranges take longer, but you could grow crops in between your orange trees.

179. What does clearing cost in this district?—From 5s. to £3 10s. per acre, according to the class of country.

Thomas John Bowling, grazier, Arrawatta, near Inverell, sworn and examined:—

180. *Mr. Cameron.*] What has been your experience in this district?—I have had twenty years' experience of lucerne growing, and am satisfied that this district yields as good lucerne as any other part of the State. I have 900 acres under lucerne, but marketing is the great difficulty. I am 10 miles from the railway.

181. What is the cost of marketing?—15s. to the truck. I sell my lucerne as chaff.

182. Where is your best market?—Inverell is the only market I have. It is impossible to send to Sydney at a profit.

183. Is there any more land in your district that will grow lucerne?—Thousands of acres.

184. Which would be more profitable—growing lucerne for hay or using it on the hoof?—It is more profitable to use it on the hoof at present, but it should not be so if we had facilities for marketing it. If the railway were constructed our distance to the coast would be reduced by 300 miles.

185. For Hunter River grown lucerne there is water carriage to the North Coast?—Yes; we could compete with that because land is so much cheaper here than it is on the Hunter. During the last three years a tremendous quantity of lucerne has been consumed on the North Coast which with the railway could have been delivered there profitably.

186. I suppose a connection with the main Northern line would give you access to the New England market?—Yes, and to the Brisbane market.

187. Would the country from Inverell out towards Texas produce much lucerne?—Yes, thousands of acres. Within a few miles of Inverell there are 60,000 acres suitable for lucerne growing. At present all we can do is to feed our lucerne to our stock. It does not pay to send it to market.

188. Do you mean that lucerne will grow on this land without much rain?—It will grow to a certain extent on the flats without rain, but as a rule it is necessary to have rain.

189. In drought it does not grow?—It will grow to a certain extent in drought time, but you would not get a profitable cut.



190. Will not standard lucerne land grow lucerne at all times?—I am very doubtful about that. There are many small areas in Australia which will grow lucerne in drought, but I have seen the Nemingha and Hunter River flats in dry times and I believe lucerne will grow almost as well here in a dry time as it does there. There are little pockets that will grow lucerne in dry times. I have seen the Hunter in dry times when there has been no lucerne cut. For lucerne there must be lime in the soil.

191. Which proposed route do you prefer?—I prefer to leave it to the Committee. Any railway would be better than none. Some years ago I had to send some 400 head of cattle to the coast by way of Maitland and Tenterfield.

192. Was not a considerable area of land in the Arrawatta district subdivided some few years ago and sold as farms?—Yes; on the whole it was not altogether a success owing to seepage in dry seasons, but otherwise it has been all right. People there are making a living, and when the seasons change they will do remarkably well.

193. Would you say that this district is suitable for dairying and agriculture?—I believe there is no better district, in spite of its present climatic condition. The last few years have been unusually bad.

194. Why has farming failed at Arrawatta?—I would not say that it has failed, but the last three or four years have been very strenuous. The seasons have been so bad. We have had  $3\frac{1}{2}$  inches of rain since January. I made £00 tons of lucerne hay on 900 acres.

195. What is a reasonable living area in this district with the proposed railway?—200 acres—100 acres of cultivated land, and 100 acres of grazing land. That is as much as any family can do unless other labour is employed.

Raymond John Doolin, auctioneer, Inverell, sworn and examined:—

196. *Mr. Travers.* I understand you have a statement to read?—Yes, as follows:—There are two proposed lines from Inverell to Glen Innes, 47 miles, and from Inverell to Guyra, 57 miles. From the northern line there are three proposed routes from Glen Innes to Grafton, 128 miles; from Glen Innes to Tenterfield by rail now constructed, and then 6 miles from Tenterfield to Casino, 85 miles; and from Guyra to Coff's Harbour, *via* Dorrigo and Glenreagh, 184 miles. For years there was a big difference of opinion in the district, as to which way the railway should be built, but several years ago at the most representative Railway Conference ever held in the north-west, it was unanimously decided to leave the matter of route to the Public Works Committee, and the two rival railway leagues Inverell-Glen Innes, Inverell-Guyra were disbanded. Since that date only one railway league has been formed with a "war-cry of any line better than none." The same applies to the connection from the tablelands with the coast, provided such connection is not farther south than Guyra to Coff's Harbour. I intend dealing chiefly with the area as mentioned above, but before passing to that, I must express my opinion of the Inverell district regarding its capabilities of settlement and production. Situated as we are between the tableland and the plains, we can produce anything that can be grown on the tablelands or the plains, we claim to have the advantages of both without the drawbacks. We miss the heat of the plains and the cold New England winters I doubt if there is any district in the State where so many large estates would be cut up for closer settlement, once we get an outlet to our natural markets. There is no district where land can be purchased at such cheap prices taking into consideration the quality, rainfall, and climate. During the past two years many settlers from all parts of the North Coast and from the South Coast have purchased land in this district, and a number of Victorians have settled here from some of the richest districts in Victoria, such as Horsham, Colar, Cressey, Willaura, Warnambool, Goroke, Gippsland, Natinuk, Kewell, and Sheep Hills. Many more settlers have visited the district, and should we get a railway to the coast,

† 2607—C

hundreds of Victorians with capital will come this way. The Inverell district is splendidly situated for the settlement of people from over-seas, owing to the mild and healthy climate, and the district being so well suited for mixed farming. The Rural Industries Commission some years ago said the Inverell district was the most suitable in the State for mixed farming and for the settlement of English immigrants. It is not in the best interests of the State for three of its best districts, viz., the North Coast, the tablelands, and the north-west plains, to be isolated from one another as at present. There is a community of interests between these people and there is no reason why they should not be allowed to trade together. In these centres there are about 295,000 people, the trade that would immediately spring up would be wonderful. About 60,000 bushels of wheat and about 250,000 fat sheep per annum are required on the North Coast. To-day the farmer at Inverell has to rail his wheat 509 miles to Sydney, where it is ground into flour. Owing to the high freights, it cannot be sent from here as flour. Then it has to be sent 400 miles up the coast by boat. The same applies to fat sheep. I have seen fat sheep sold in the sale yards at Tamworth, then trucked to Sydney and sold, and I have seen the same sheep come off the boat at Grafton. The loss of weight in the sheep is very considerable to say nothing of cruelty to stock. I submit here the land revenue collections made within the above-mentioned areas for the year 1922.—Armidale, £54,001; Bellingen, £26,229; Bingara, £15,357; Casino, £44,895; Glen Innes, £19,384; Grafton, £30,509; Inverell, £43,248; Kempsey, £11,313; Lismore, £21,577; Moree, £71,075; Murwillumbah, £18,989; Narrabri, £70,759; Tamworth, £97,834; Tenterfield, £22,245; Walgett, £27,553; Walcha, £16,364; Wyallda, £20,294. Total, £622,426. This area represents 17 districts out of 92 districts in the State, and pays £622,426 revenue out of a total of £2,061,272 = 30 per cent.

Forest reserves (in eastern and central districts)—Grafton, 246,892 acres; Kempsey, 610,564 acres; Moree 195,025 acres; Tamworth, 144,702 acres. Total, 257,283 acres. This shows that the five districts have forest reserves of 1,257,283 acres out of a total of 2,271,505 acres. The other twelve districts only having 1,013,922 acres. Within 45 miles of Glen Innes there are 77,121 acres. The value of same made by Department officers is £351,085,000.

The timber wealth of this area is over three and a half times more than the rest of the State. It is often said that the country set apart for timber reserves is not suitable for settlement, and in part this is true, but most of the timber reserves within this area are splendid closer settlement country. Once the timber is cut the land is ideal for dairying, fruit growing, &c.

With a view of showing the wealth produced within the districts to be benefited by a railway from Inverell to the coast, and to show this area has been neglected in the past, I submit the following figures:—Railways, 800 miles of disjointed railways out of 5,116 miles built in New South Wales. Cost, £6,720,148; surplus over working expenses, £189,361; interest on capital invested, £219,964; showing  $4\frac{1}{2}$  per cent. as against £4 17s. 7d. per cent. on the whole railway system. The percentage of profit on capital invested in the whole railways has risen as follows:—1888, £2 17s. per cent.; 1907, £4 19s. 2d. per cent.; 1921, £4 0s. 2d. per cent.; 1922, £4 17s. 7d. per cent. (page 13 Commissioners' report). Return per average mile open after paying working expenses—1888, £314 per mile; 1907, £645; 1921, £645; 1922, £807. Now I will deal with the wealth loaded and carried over this 850 miles of railway. Within this area as compared with the whole State. Wool (for the year 1922)—£00,343 bales out of 837,617 bales; about 24 per cent. of the total for the State. Sheep—2,038,735 sheep out of 5,931,239; about 34 per cent. of the total for the State. Cattle—171,565 cattle out of 588,638; about 29 per cent. of the total for the State. Pigs—65,663 pigs out of 310,700; about 21 per cent. of the total for the State. Wheat—1,674,589 bags of wheat out of 13,241,234; about 13 per cent. of the total for the State. Maize (1919)—I cannot find any returns for



Witness—R. J. Doolin, 25 May, 1923.

maize carried over the railways, but I find this area produces—1,646,000 bushels of maize out of 2,098,921 bushels; about 78 per cent. of the total produced.

Now let us deal with the total production of this fertile area, and I venture to say once these three districts are connected by railways, the figures will be doubled within a very few years. Sheep—9,010,000 out of 37,381,874; State total. Wool—60,743,000 lb. out of 263,585,048 lb.; State total. Cattle—1,423,000 out of 2,835,322; State total. Butter—44,674,000 lb. out of 66,003,958 lb.; State total. Sugar—10,700 acres; the whole of the sugar. Hardwood—£330,134 out of £849,648; State total. Soft wood—£218,998 out of £427,384; State total. Tin—£329,300 out of £416,623; State total. Maize—1,646,000 bushels out of 2,098,921 bushels; State total. Potatoes—68,000 acres out of 114,582 acres; State total. Bacon—6,849,000 lb. out of 16,801,666 lb.; State total. Total export value of products produced within the area, £10,240,000. (These figures are taken from Government Statistician's Report.)

We find that on railways and public works within this area, only £17,500,000 out of £138,000,000 for State.

A few reasons for connection with the Northern line and coast, are—The country between Inverell and the coast is capable of carrying a very big population, a safe rainfall, and is most suitable for the settlement of people from overseas. In good seasons in the north-west, thousands of cattle would be trucked out from the coast to be fattened on the herbages. To-day, owing to the long and rough road journey over the ranges, it takes about six weeks for cattle to get over the trip. In this time they would be half fat if trucked over. In bad seasons most sheep and cattle could be trucked to the tablelands and North Coast for agistment country. With a railway to the coast the north-western would be the greatest fat lamb raising districts in the Commonwealth, owing to the many thousands of acres suitable for growing lucerne. This district will stand more grazing than most districts. There are thousands of acres of lucerne in this district which was planted up to fifteen years ago, and most of that time it has been grazed. Once the railway is built to the coast the present freezing works will extend or new works will open for the treatment of fat sheep and lambs, and with the short trip, mostly through cool climate, we should be able to export first-class lamb and mutton, which would command top prices on the markets of the world. To-day, owing to long rail journey, sheep receive such a rough time that the quality of the carcass is affected. With shorter and quicker transit we should be able to compete with other countries, such as New Zealand. The high freights to Sydney are a very heavy tax on the producers. In 1910 the freight per truck was £9 7s. 6d.; to-day it is £15 0s. 9d. per truck. By linking up these three fertile districts which produce such a big proposition of raw materials, manufacturers would spring up within the area. Woollen mills will start the same as in Victoria. While recently travelling through Victoria I saw three new woollen mills being erected. Within the three maize-growing districts, Inverell, The Tablelands, and North Coast, factories would open up for the manufacture of maize and by-products. In Victoria, ten years ago, the Gippsland Maize Co. started with a capital of £23,000, and to-day the capital is £500,000. Boot factories would open. Some years ago there were boot factories in all the northern towns, but to-day only one remains at Glen Innes. High rail freights on the manufactured goods has crushed them out. The North Coast is destined to be the manufacturing centre of the north. It is pleasing to note that both the State and Federal Governments have decided to develop the Hydro-electric power. On the Clarence River we have the gorge scheme capable of generating 100,000 horse-power. The line will open up the natural market for the hundreds of thousands of bags of wheat grown in this new wheat belt, north of Pallamallawa, through which you gentlemen have recommended the railway to be built from Curamurra to Boggabilla. To say nothing of the market on New England

and the coast, there is the Queensland market. That State has only thrice grown enough wheat for her own requirements. To-day Queensland is using chiefly Adelaide flour. One of the big problems which graziers have to face to-day is the saving of sheep in time of drought. By opening up these districts thousands of tons of lucerne, oaten and wheat hay, and maize would be conserved by the farmers because they would always be sure of a market either in the west, east, or north in Queensland. Owing to the drought in the west to-day, many graziers are drawing their supplies of chaff from Glen Innes and Guyra. The following freight charges may interest you. Glen Innes to Moree via Werris Creek, 326 miles—Chaff, 16s. 7d. per ton. At the same rate direct, Glen Innes to Moree, 131 miles—Chaff, 7s. 6d. per ton. Glen Innes to Moree via Werris Creek, 326 miles—Potatoes, 27s. 6d. per ton. Glen Innes direct to Moree, 131 miles—Potatoes, 11s. 5d. per ton; a saving of 16s. 1d. per ton. Guyra to Moree via Werris Creek, 326 miles—Chaff, 15s. 11d. per ton. Guyra direct to Moree, 160 miles—Chaff, 9s. 6d. per ton. Guyra to Moree via Werris Creek, 289 miles—Potatoes, 26s. 3d. per ton. Guyra direct to Moree, 160 miles—Potatoes, 14s. 3d. per ton; a saving of 12s. per ton. Glen Innes to Inverell via Werris Creek, 422 miles—Chaff, 22s. 8d. per ton. At the same rate Glen Innes direct to Inverell, — miles, 3s. 3d. per ton; a saving of 19s. 5d. per ton. Glen Innes to Inverell via Werris Creek—Potatoes, £1 10s. 8d. per ton. Glen Innes to Inverell direct—Potatoes, 3s. 8d. per ton; a saving of £1 6s. 4d. per ton. You will note from these figures that the freight from Glen Innes to Moree on the potatoes is £1 7s. 6d. per ton, and from Glen Innes to Inverell £1 10s. 8d., so the railways carry these goods 97 miles for 3s. 2d. per ton, to say nothing of having to haul the truck back a few hundred miles which often happens. I realise that in time of drought the Railway Commissioners reduce the freights on fodder for starving stock, but I understand this loss is made up to the Railway Department by the Government. With a line to the coast the railway rolling stock used in the north would be able to handle a great deal more produce owing to the shorter haulage. Now comes the question of a port of shipment on the North Coast. To serve these districts such port should not be south of Coff's Harbour. Personally, I am not worrying about a port for the reason that it will take a few years for all this development to take place, and for factories to be started. I feel satisfied that the Government will see that a suitable port is made, because the export business will demand an outlet even if it has to be made on the open ocean front. The same has been done in other parts of the world. In going through the departmental figures I find that in 1909 the value of butter alone exported from the North Coast exceeded £2,000,000, which is £500,000 more than the total value of coal exported from Newcastle for the same year. I have already shown from the Government Statistician's figures that the export value of the products produced within the area is £10,240,000. Up to the year 1910, £2,215,037 had been spent on making a harbour at Newcastle, and a proposal was before the Government of the day to spend another £1,130,000 in improving the harbour. In view of these facts and from careful study of experts' sworn evidence, it is only a matter of money to make a good shipping port of Coff's Harbour, the Clarence River, or Byron Bay. I believe the best port will eventually be the great Clarence River. One of the main reasons why these rich districts should be connected is that it will enable men now on the land to do well, and while people are prospering they are contended. By linking the west with the coast, there would be sufficient population to run a University and several good high schools in central positions, whereby parents would be able to give their children the same chances as city children have. This would tend to keep children in touch with rural conditions and help to prevent drift to the City.

Gragin, comprising 38,000 acres, 5 miles from Delungra, could be sold if it had railway facilities. Both the price and soil are right. Yamla, about 8,000 acres, Gunee,



Witnesses—R. J. Doolin, A. N. Stirton, and W. Wilson, 25 May, 1923.

about 7,000 acres, and the Myall Creek Homestead block, about 10,000, would probably be subdivided as the result of the railway.

197. You refer in your statement to land purchased in the district;—where was that?—Chiefly in the Inverell district, and some further west.

198. Have you any choice of the two proposals before the Committee?—No, either line would suit us. From a closer settlement point of view, I consider the Inverell-Glen Innes line superior. The land along the route of the Inverell-Guyra proposal is capable of a large production, chiefly fruit, but it would be some years before we could absorb that produce. For dairying there is hardly a limit in this district.

199. Do you base your opinion of a line from Glen Innes to Inverell on an ultimate connection with the coast?—I favour a connection between Tenterfield and Casino, or we would be satisfied with the Guyra connection. There is better land for settlement between Guyra and Coff's Harbour.

200. If you had a connection between Guyra and Coff's Harbour would you favour a connection between Inverell and Guyra?—Yes.

201. Is Coff's Harbour, in your opinion, the natural port of the North Coast?—I do not know that it is the best port. I favour the Clarence River as a North Coast overseas port.

Alexander Nivson Stirton, grazier, Auburnvale, near Inverell, sworn and examined :—

202. *Mr. Burke* ] Will you read your statement?—Yes, it is as follows :—This district is eminently suitable for lucerne-growing; even the hills often carry good crops. At present lucerne cultivation for the market is out of the question, but much would be grown if there were a market at no great distance. If a railway to the coast were built, I would put 1,500 acres under lucerne, and go in for fat lamb rearing. At present it costs 4s. per head to send fat lambs to Sydney, and there is great wastage in weight. I have tried it and found it too unprofitable to continue. From experience of several visits all over New Zealand, I know this district is as suitable as that country for fat lamb rearing, and it would be a most profitable industry, especially with freezing works on the coast. In addition to lucerne, we can grow rape and other fattening produce. I have often had three cuts of lucerne in a year, averaging with the high lands 15 cwt. to a ton per cut per acre. This is without special cultivation such as would be given if we had the market. As to wheat-growing, we have had some unfavourable experiences in recent years, owing to unusual seasons, but in the past I have averaged 23 bushels from 1,000 acres; and, on one occasion, I had 1,800 acres of prime wheat. This land is so rich that little care has been taken in cultivation. If we practiced fallowing as in Victoria and other places, the average would be raised to 30 bushels. I have taken off 8 bags or 24 bushels after the crop was knocked down. With fallowing, which prevents undergrowth, excellent results would be obtained. At present we practically do not grow chaff for sale owing to absence of markets. The little put on the market is rough and dirty stuff, cut for fire breakage, or because the wheat crop is too dirty. When we had a small local market, a great deal of chaff was produced for sale. To my mind, growing hay would be more profitable than growing wheat, with proper markets. Owing to present drought conditions, I would send all my big stock, and even sheep, to the coast with rail facilities. At Balarang, near Moree, we are feeding on corn and have on four separate occasions fed 17,000 sheep for four or five months at great cost. Sheep would do alright on the coast in dry seasons. Cattle we have to put on poor country. With rail connection we could send our sheep to Glen Innes, which district is often at its best when there is drought in the West. We have sent our breeders to Glen Innes, round by Werris Creek, at enormous cost. Apart from the benefit a railway

would be in stimulating local production; it would afford relief regarding our purchases. At present everything we get is costly. We are looking forward to electrical developments on the Clarence. When that takes place this should become one of the wealthiest districts in New South Wales.

203. *Mr. Mahony*.] What areas do you hold?—I have 5,000 acres at Auburnvale, and 34,000 acres at Balarang, and 30,000 acres near Warialda.

204. What are you using Auburnvale for?—Wheat and sheep. I used to breed cross-breds for fat lambs. I have about 1,000 acres under wheat. Oregon, near Warialda, is used for grazing. At Balarang, I go in for grazing and breeding Merino sheep.

205. What is the carrying capacity of Oregon?—20,000 sheep, and Balarang, 25,000 sheep. Auburnvale is a little better than a sheep to the acre.

206. *Mr. Doe*.] Would you be willing to subdivide Auburnvale if the railway were constructed?—Yes, and also Oregon and Balarang. There is some wheat land on Oregon, but at present we can do nothing with it.

207. What proportion of Auburnvale is arable land?—About 3,000 acres. Oregon is 8 miles from the existing railway, and Balarang is on the railway.

Walter Wilson, public accountant, Inverell, sworn and examined :—

208. *Mr. Mahony*.] What are your views on the proposed railway?—We are working for the construction of the railway for the development of Inverell. The proposed railway seems from the official evidence to be clouded by the estimated revenue. I believe the railway would pay, and that the revenue would be greater than that estimated. It is a question of opening up our rich land, which is an imperial necessity. World matters are exceedingly serious, and I have no desire to see my children become subjects of an alien race. We claim that the land in this district is some of the richest in the State, and possibly in Australia, and that it should be developed altogether apart from the consideration of revenue derived from the line. At the last census I find that we have lost 2,184 people from the district in ten years. That is not the only loss. Taking the excess of births over deaths in the Inverell district, including Inverell Municipality, and MacIntyre, Bannockburn, and Ashford Shires, the figures are 267 births over deaths a year. That is rather remarkable, because the average excess of births over deaths in New South Wales is 60½ per cent. The average birth rate is 26 per 1,000, and the average death rate 9½ per 1,000. Taking the average mean population of this district for three years, I find that we shall have about 197 excess of births over deaths. In this district we have 267, a matter of seven more than the average, which shows that this district is a very healthy one. We are losing 439 people per year in the district. Taking the country from the Queensland border to about Grafton, but not including Grafton, there has been an increase of 14,400 people. From Grafton south to the Macleay the increase was 4,500, so that there has been an increase in ten years in the Northern Rivers district of 189,000. It is the large population on the North Coast that we want to touch with our produce, and we want to be able to get it to them direct instead of having to send it around by Sydney. There has been considerable railway development in the southern area of the State, where I find there has been an increase of 91,600 people in the last ten years. That shows the effect of railway development. Coming to the main Northern line, which is not supplied with branch lines to the extent that the Southern line is, there has been an increase in population of only 334, so that we can assume that progress on the Northern line is at a standstill. In the Western district there has been an increase in population. We are not only at a standstill, but west of the main Northern line we have gone back in population. From 150 to 200 people travel between Inverell and Glen Innes a week. Under present conditions it is practically



*Witnesses*—W. Wilson and A. F. Avern, 25 May, 1923.

impossible for a man to take his family on a holiday to the coast. With the railway there would be passenger and tourist traffic from this district, the highland country, and the coast and vice versa. If better facilities for marketing are not provided this district must revert to a sheep run. The rich lands are round Inverell, and to the south of Inverell there is a large mining district. The granite country is eminently suitable for vegetable and fruit growing. The good land around Inverell extends halfway between Delungra and Wialda, north to Nullamanna, and north-west to the Queensland border.

209. *Mr. Mahony.*] Is not the land you speak of within the influence of the Moree-Inverell line?—Yes, a great deal of it.

210. Cannot the people of those districts send their produce to market via the Moree-Inverell line, to Newcastle or Sydney?—Yes, if freights were low enough, but the fact that it is not done is evidence that something is wrong. In 1913, when the Howell mine was working, Inverell seemed to flourish. An immense supply of locally grown produce was consumed. The closing down of the mine made a great difference to this town.

211. Did not the railway from Inverell to Moree help to develop the country between those two points?—Yes, it led to the subdivision of large areas, including Byron, Bannockburn, and Gunnee, and it was thought that this district was going to boom.

212. Did not the line from Moree to Inverell help to settle people on the land?—I question whether it had any such material effect. We want a further connection with the tablelands and the coast. Then there will undoubtedly be development. The Clarence River could be opened up. There is the probability of the construction of hydro-electric works in that district and the establishment of great industries there. It is those industries that we should like to be in touch with.

213. Which connection with the tablelands do you favour?—I think Glen Innes.

214. Where would you link up the railway with the North Coast?—At some point on the main Northern line. I believe a practicable route has been found south of Glen Innes to connect with Grafton, along which there are no serious engineering difficulties.

215. Do you refer to the Guyra-Dorrigo proposal?—No, to a line somewhere about Glencoe to Grafton. If the line were electrified the grades would not present the same difficulty as they do with steam traction. If we spend £1,000,000 on the railway, and as a nation get £500,000 worth of wealth out of the land per annum, it is good business; but our authorities do not seem to view it in that light. I believe the Guyra connection is a most desirable one, but to serve our particular interests I favour the other route.

216. *Chairman.*] I would draw your attention to the report of Mr. T. R. Johnson, formerly Chief Railway Commissioner, in connection with the proposed railway from Guyra to Inverell in 1914, as follows:

In regard to the objective point Inverell, it has to be borne in mind that it has already railway communication via Moree. The merits on the route were very exhaustively considered originally when it was agreed that the western connection offered the greater advantage, and was, consequently, adopted. The country between Glen Innes and Inverell is admittedly good, but under present circumstances there is no prospect of an extension proving remunerative, and the line is not absolutely an essential requisite. Inverell's claims in regard to railway communication having already been met.

217. Do you agree with the statement that Inverell's claims to railway communication are already met?—No.

218. Do you not consider that the linking up of Moree with Inverell has been an advantage to this district?—It is an advantage, but it does not meet our requirements. We have to transport our produce over the hot plains. That is a very serious thing. I do not agree with that statement of the Railway Commissioner's.

219. *Mr. Burke.*] I gather you are of opinion that the matter of revenue should not be taken into consideration?—No. It should not be a prime factor in the development of this country.

220. How would you suggest that the line be made to pay? Are you in favour of a betterment tax?—Revenue must be derived from the people, but as to how it should be derived, whether by way of income tax and the money paid into consolidated revenue, I would not like to say. Wealth is derived from the opening up of land.

221. I understood you to say that the line from Moree to Inverell has not proved a great boon in opening up land. The land along the route is still largely pastoral?—Half-way between Delungra and Wialda you get into pastoral country, but to the north of that line you enter some of the finest wheat country.

222. Is the land you have in mind suitable for agriculture?—Part of it. About Pallamallawa and north it is.

223. Did I understand you to say that the births over deaths here is not satisfactory?—It is much above the average for the State, but we are losing population. It has decreased, which, to my mind, is due to lack of markets.

224. Would you call this district a poor one?—No, it is an exceedingly wealthy district, and stands unique as regards agricultural productivity. I believe there is no other district in the State to equal it, but its potentialities cannot be developed until we have an outlet.

225. What would be the chief produce of the Inverell district if the railway were built?—Maize, wheat, lucerne, and sheep. The possibilities of the district are enormous.

226. Would it be difficult to find a poor man in this district?—Just now you could find a number, both in town and on the land. Many men are in grave difficulty here, notwithstanding that we have such a magnificent district.

227. To what do you ascribe that?—We have passed through a rather strenuous time during the last few years and we have not had marketing facilities.

228. *Mr. Doe.*] Was there a large mining population in this district?—Yes. Our municipality has lost population. The MacIntyre, Bannockburn, and Ashford Shires have also lost population.

229. Has the decrease been due to some extent to the decline in the metalliferous industry?—Yes, to some extent.

230. How do you account for the loss in population along the main Northern line where the people have railway facilities?—I believe it is because that railway is not fed by branch or lateral lines.

231. *Mr. Drummond.*] You contend that it is an economic waste to draw produce from this district to the North Coast via Sydney?—Yes, to carry produce hundreds of miles when there is a market within 200 miles of Inverell.

232. Is that a big factor in causing the stagnation of the district to which you have referred?—I am afraid it is. A direct line to the North Coast would make all the difference.

233. *Mr. Travers.*] Do you consider that a railway from Inverell to some point on the Great Northern line—Guyra or Glen Innes—is justified on its own apart from a subsequent connection with the coast?—Yes, on the grounds of development, of which there would be a great deal along the line. Our object is to reach our natural markets.

234. Do you consider a railway from Inverell to Glen Innes or Guyra as complementary to an extension to the coast?—Yes, one is dependent upon the other.

Alec Frederick Avern, solicitor, Inverell, sworn and examined:—

235. *Mr. Cameron.*] I understand you have prepared a statement of your views on the proposed railway?—Yes, it reads as follows:—I have been in business in Inverell as a solicitor for twenty years. I wish to deal with the value to Inverell of railway connection, first with the tablelands, and secondly with the coast, from the social point of view as a remedy for the "drift to the city" which is now engaging serious attention, and a remedy for the present stagnation of the population and enterprises of the district. During my residence here I have been actively connected with the local bodies and institutions which exist for the purpose of providing recreation and entertainment for the residents of the town and district, and which endeavour to



Witnesses—A. F. Avern, W. Fraser, G. W. B. Ring, and J. T. Dale, 25 May, 1923.

combat the lure of the capital city. I hold the position of president of the local Pastoral and Agricultural Association, treasurer of the local race club, and other positions, and I can state that owing to the lack of railway connection we find ourselves handicapped in a very marked way, and intercourse is prevented between the residents of this district and the tableland districts. At present we exist as widely separated communities. By completing the rail circuit of the north all our institutions would be closer in touch. The Pastoral and Agricultural Shows, race meetings and other gatherings would benefit greatly by the increased ease with which competitors, animals, exhibits, and spectators could journey. The present gap means that districts can now give meagre support and patronage to one another and we cannot create flourishing institutions which we could take a pride. Rail connection with the coast must be regarded as of the highest importance in bettering the lot of inland residents and making them more content. It is tantalising to us to realise that the sea, with all its benefits and enjoyments, is less than 200 miles away but that it is debarred to us unless we travel four or five hundred miles at great expense—first class return rail fare to Sydney from Inverell is alone over £10, and second class fare about £6, so it will be realised what it costs to move a family. A railway to the coast would bring these advantages to the inland people at considerably less expense of both time and money, and enable short holidays to be taken. The impossibility of indulging in a short change is felt keenly as a drawback in our life in Inverell. At present, if families wish to visit the sea, the difficulties existing render it easier to go to Newcastle or Sydney than to any other point. It may be said that good public services exist between Glen Innes, Inverell, Grafton, and Yamba, but by utilising these services would for the return journey mean an expenditure of about £6 in fares and about ninety-six hours travelling, with four nights spent in hotels en route. It is not extraordinary for consideration to be given to these points when it is remembered how seriously the population of the inland districts will be affected unless the drift to the city is checked. Thought in this direction is advancing rapidly, and in Queensland the question of cheap or free rail traffic to enable country families to visit the seaside has found a place on the platform of the party recently returned to power there.

William Fraser, farmer and grazier, Delungra, sworn and examined:—

236. *Mr. Travers.*] Have you a statement to read?—Yes, as follows:—I know the country east of Inverell from practical experience. I consider it the finest tract of country in the Commonwealth for closer settlement. It is lying dormant and comparatively in the same position as Delungra stood before it was served by railway. Where one could count the population on the fingers, and where a few bullock teams could cart away the whole of the produce grown in twelve months, I have seen in average seasons from 50 to 100 tons of produce per month railed away. There is a public school with 140 children on the roll, all of whom come from a 3 miles radius. This shows what settlement follows a railway. I believe a line east from Inverell should strike the main northern railway as nearly as possible at right angles. By doing so it will give the producers on this western slope the option without extra railage of marketing produce in north, south, or direct east to the coast, the latter being the natural outlet for our wheat, hay, chaff, fat sheep and lambs, and it would bring about an exchange of commodities between two great producing centres.

237. What area do you hold?—400 acres.

238. Do you favour a line from Inverell to Glen Innes?—Yes, it would pass through good mixed farming country.

239. What would be a fair living area within 12 miles of the line?—About 700 acres for mixed farming.

240. *Mr. Drummond.*] Do you consider that a railway from Inverell to Guyra would largely benefit this district?—I do not think it would because our produce would have to travel two sides of a triangle to get to the best market, which is directly east.

241. What coastal connection have you in mind?—Tenterfield to Casino.

242. Would the Guyra-Dorrigo connection give this district an outlet for its produce?—No, I favour that from Tenterfield to Casino.

George Washington Beecham Ring, auctioneer, Inverell, sworn and examined:—

243. *Mr. Burke.*] Will you give the Committee your views on the proposed railway?—I have lived here since 1902, and have been a station manager, bank manager, station owner, and mayor of the town. I know of no district which lends itself more to mixed farming than Inverell. We have had a bad time lately, but the position of the people here is no worse than it is in other districts. The climate of Inverell is the most perfect I have experienced and with cheap railway facilities the lot of the people here would be much easier. It would make them happier. They would get the most out of the ground, which is as good here as it is in any place I know. Twenty-five miles from Inverell graziers are getting as much for their wool as other graziers in any part of the State, and the crops are equal to any. From a business standpoint we are out in the wilderness.

244. Do you consider that a railway from Inverell to Guyra is a better proposition than one from Inverell to Glen Innes?—As a wool growing proposition, I do not know that a line from Inverell to Guyra would not be better.

245. Which line do you consider would be of greatest benefit to the district?—The Glen Innes connection would do me a lot of good, but I believe the Guyra connection is the best for the district. If a coastal connection is not made I would favour the Inverell-Glen Innes line.

246. Is the Guyra-Dorrigo route the most suitable for a coastal connection?—When I went over the route fifteen or sixteen years ago it struck me as being very good country, and there used to be some very fine timber through there. If we cannot get a connection with the coast we want a connection with the Main Northern line.

247. *Mr. Drummond.*] Do you consider it would be a business proposition to build a railway to the coast?—Yes, I think so. If the Dorrigo line will not pay our line will pay. You have to look ahead, and be prepared to write off your losses on the railway for a certain time for the good of the whole community.

248. That is to say, you regard the proposal not from the standpoint of £.s.d., but from the viewpoint of the welfare of the State?—Absolutely.

249. The Railway Commissioners estimate that the revenue from a line from Guyra to Dorrigo will not exceed £13,000 per annum, or £250 per week?—That may be a reasonable estimate on present population, but I anticipate that the population would be largely increased and, therefore, trade would be increased. I believe it is a justifiable proposition.

John Trappit Dale, Secretary of the Inverell Chamber of Commerce and of the Inverell Railway League, sworn and examined:—

250. *Mr. Drummond.*] You have a statement to read regarding the proposed railway?—Yes, it is as follows:—I desire to allude to the advantage to be derived by rail connection with the coastal areas from a social point of view. During recent years the fame of Inverell as a dairy farming centre has spread rapidly and has attracted the notice of North Coast men, so that we now number many of them amongst our leading dairy farmers. Having



Witness—J. T. Dale, 25 May, 1923.

relatives or friends in those districts has naturally led to an internigration movement, but this is as yet restricted because of the excessive cost and waste of time in making the journey from Inverell to the coast. To reach Ballina from Inverell by the public services occupies not less than twenty-nine hours, although the distance is only 223 miles, and the cost of the trip is over £4. This is about the cost of the journey from Glen Innes to Sydney. If connected by rail the journey would probably occupy not more than ten hours, and the cost would perhaps be less than half what it now is. This would lead to a much greater traffic between the two centres, and tend to further development of both. As surfing has become a national pastime and has promoted the development and health of all who have the opportunity of indulging in it, we claim that for the health and enjoyment of our people we should be given the facilities which those resident in the Central and Southern areas possess. At present our nearest surf by rail is Newcastle. The long and expensive journey in getting there is a barrier to all but those who have leisure and capital to undertake it. Many of our poorer residents' health would be improved by a course of surfing, and they would gladly avail themselves of the opportunity if easy access to the coast were provided. In like manner, there are dwellers on the coast who, through moist and humid climate, have developed throat and chest troubles—these and families living on the Richmond who have been troubled with asthma, and who have obtained almost instant relief by residing in the drier atmosphere of Inverell. These sufferers are entitled to receive at the hands of the Government the cheapest and most rapid means of rebuilding their broken health. This can only be supplied by rail communication. Since the war the holding of musical festivals is increasing. Lismore and Maclean have their annual function, and we in Inverell have held two and are now about to arrange for a third; Armidale is also preparing for musical competitions this year. Much as we should like our Choral Society to compete at the coastal festivals we cannot, because of the excessive cost entailed. To take a full choral party even to Armidale is a heavy undertaking. Rail connection would solve the problem, and the social enjoyment of our people would be enhanced. Then the holiday maker would be induced to spend his leisure at some of the magnificent resorts on the Eastern Slopes, but to whom, under present conditions, those beauty spots are a sealed book. He knows nothing of the waterfalls nor the views to be seen in those areas equal to anything at Katoomba, Blackheath, and other Blue Mountain resorts. We claim that the tourist has the right to be provided with the means of reaching these places cheaply. Is it fair that others should be given them while the North, which contributes so largely to the State revenues, is denied them. In this district there are large deposits of bauxite, from which aluminium is obtained. It is said that there are millions and millions of tons of this ore. The only manner of treating this ore is by cheap electric power. If the movement to provide hydro-electric power in the north is successful, it is more than probable that an important British company will exploit these deposits, but pending the installation of hydro-electricity this ore, if rail to the coast were provided, could be sent to the nearest shipping

centre, and conveyed to Port Kembla for treatment. Under existing conditions it would not pay to rail it to the electrolytic works at Kembla, and consequently this potential wealth has to lie dormant owing to the neglect of past Governments. At Ashford there is a deposit of coal which Professor Pittman has described as being probably a continuation of the Greta seam. Its steaming qualities are equal to Greta coal. If this mine were connected with the Main Northern line, the whole of the northern rail system could be supplied with Ashford coal, instead of it having to be conveyed at heavy expense from the southern fields. The Railway Commissioners complain of the almost prohibitive cost of hauling heavy traffic over the Moonbi Range and Ben Lomond. At Ashford they have the opportunity of getting their full requirements transported over a comparatively easy grade to any point desired. At Ashford also there is an unlimited supply of the purest limestone in the Commonwealth, and mountains of ironstone exist within easy distance. All the elements are there for the establishment of iron and steel works. The development of these resources would be possible by increased railway facilities. If only pig-iron were manufactured and shipped to Newcastle for further treatment a new source of national wealth would be unearthed. The nearest cement works to the north are Kandos and Portland, nearly 700 miles distant. At Ashford there are the minerals for the manufacture of cement, and the requirements of all northern and coastal towns could be supplied. In 1921 trial plots of linseed for flax manufacture were successfully made, about 23 acres being sown. Last year between 600 and 700 acres were planted, but owing to the absence of other green feed occasioned by the drought, caterpillars attacked the flax, and no crop resulted. It has been demonstrated that flax does well here, and it is likely in future to become one of the leading industries of the district. Had the crop this year been successful a mill for retting the fibre would have been erected. But the means of transport would have been a severe handicap, because, there being no flax mill in New South Wales, the rough fibre would need to be sent to Melbourne for treatment. If connection with a coastal port were made, the product would be despatched from there, and transhipped at Sydney. The present motor service between Glen Innes and Inverell carries approximately 150 passengers per week, and there are numbers who travel by private car. Were the railway extended to the coast, it stands to reason that the inter-district traffic would increase enormously, and would form a valuable source of revenue.

251. Do you prefer any particular route for a connection with the Main Northern railway?—It depends upon the connection to be made between the Main Northern line and the coast. If it is to be from Tenterfield to Casino, then the Glen Innes connection is the only one, but if a connection is to be made between Dorrigo and Guyra, then the Guyra-Inverell proposal is the better route. Our objective is the North Coast.

252. Are you of opinion that whichever connection is made a connection should be made with the coast?—Yes.

253. Do you believe that if the proposed railway is built increased population and prosperity in this district will result?—Yes.



SATURDAY, 26 MAY, 1923.

[The Committee met in the Court House, Bundarra.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.

BRIAN JAMES DOE, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Guyra to Inverell.

Patrick Rogers Little, storekeeper, Bundarra, sworn, and examined:—

254. *Chairman.*] Will you give the Committee your views of the proposed railway?—It would be a very good thing for the carriage of goods to the district. We get from 1,000 to 1,200 tons yearly from Inverell. If the line were built we could become producers instead of importers of various lines including chaff. At present people have no encouragement to grow anything much. We could produce our own butter and bacon. Between 3,000 and 4,000 bales of wool go out of Bundarra yearly.

255. What does it cost you per ton on goods from Inverell to Bundarra?—£2, a distance of 29 miles, which is a considerable handicap. We are paying £2 per ton to get chaff here.

256. Do you get any goods from Uralla?—Not much. Uralla is 45 miles away. We get oats and potatoes from Guyra occasionally. All our goods come from Inverell, 500 miles from Sydney.

257. *Mr. Travers.*] If the proposed railway were constructed Tingha would be your nearest point on the railway?—Yes.

258. How far are you from Tingha?—About 18 miles. We should be saved about 11 miles haulage.

259. *Mr. Doe.*] Would a railway to Glen Innes be of any service to you?—No.

260. *Mr. Burke.*] Would wheat be grown here if the railway were constructed?—Yes. Years ago there was a flour mill in Bundarra, and a very fine quality wheat was grown here.

261. Would more wool be grown here if the railway were built?—Yes. If the line were built we should have 100 miles less railway freight to pay and 10 miles less team freight.

262. *Mr. Drummond.*] In the event of the proposed railway being constructed I suppose we can take it for granted that more wool would be produced in the Police Patrol district of Bundarra than is produced to-day?—Yes.

263. Do you consider there is a considerable area of agricultural land between Inverell and Guyra?—Yes. For 5 miles out from Tingha there is good country right on to Guyra. There is good land in the vicinity of Kangaroo Camp and Wandsworth.

264. What connection with the coast do you think would be most beneficial to this district?—A direct line from Guyra to Dorrig and Coff's Harbour. The object is to link up the east and the west.

265. *Chairman.*] What do the producers of this district do with their produce?—They grow wheat for chaff which is stacked in the sheds. They have only a local market. They rely principally on wool which mostly goes to Inverell.

266. Is wool the only continuous product of this district?—Yes, because there are no proper facilities for getting produce away. We can grow splendid potatoes, maize, chaff, and wheat. This is one of the finest watered districts in New South Wales. We have the Gwydir River and six creeks.

267. Is mining being carried on near Bundarra?—No. Tingha and Kingstown are the nearest mining centres.

Charles Joseph Britton, grazier, Bundarra, sworn, and examined:—

268. *Mr. Travers.*] Have you a statement to read?—Yes, it is as follows:—I have known the country surrounding Bundarra for the last thirty-six years, and consider it one of the best wool-producing districts in the State, especially for quality, cleanness, and staple. The wool production has considerably increased in this district during the last eight years, and it would be safe to say that within a radius of twenty-five miles of Bundarra there is an annual average clip of 4,000 bales. The wool is principally merino, and is noted for its high quality. The carrying capacity of the land is about a sheep to 1½ acres, and in good seasons some of the holdings will carry a sheep to the acre. As a cattle breeding district this is unequalled in the State, and it is immune from cattle disease. As relief country it is one of the best. At present there are about 30,000 sheep on agistment in this district, besides hundreds of head of cattle. People pay as high as £40 per thousand per month for sheep to grass, and 10s. per acre for cattle for six months agistment. Land that could not be sold here years ago has now changed hands at fair prices, the buyers being western district men, who have stocked the runs with sheep. The Keera Soldiers Settlement is capable of producing high quality cattle and sheep, and a large tract of the country could be used for agricultural purposes, if there were means of communication with a market such as the Inverell-Guyra line would provide. Lucerne can be grown on most of the river flats, and fruit will grow to perfection in nearly any part of the district, but farmers do not bother about producing any of these crops owing to having no market. Fruit grown on the granite land in the district has taken prizes at the Uralla Show. A line from Inverell to Guyra and to the coast would induce graziers and farmers to produce more crops and to go in for fattening lambs and sending sheep direct to the coast. It would mean a great saving as regards stock travelling in drought time, as it would enable graziers and others to transport them quickly to grass country, thus saving many stock. It would save expense to the grazier in having to pay large sums away for cartage on his wool to rail, and it would induce more settlement in the district.

269. Where is your property situated?—About 6 miles south of Bundarra. I have about 4,000 acres devoted to pastoral purposes. Its carrying capacity is about one and a half sheep to the acre; in a good season I can carry more.

270. Does most of the Bundarra wool go to Uralla?—No, a good deal goes to Inverell.

271. What is the cartage from Uralla?—3s. a cwt.

272. Are there any large estates within a radius of 10 miles of Bundarra?—Yes, there are three or four. Laura comprises about 30,000 acres, Abbington about 30,000 acres, and Clarkness 17,000 acres.

273. Are those estates being devoted to grazing?—Yes, with the exception of a little farming for our own use.

274. Where did the cattle which you have stated came here for agistment come from?—Mainly from the west.

275. Do they come here regularly from that quarter?—Yes.

276. What proportion of your land is suitable for agriculture?—About 1,000 acres.



Witnesses—C. J. Britten, A. S. Wiseman, and R. Ferris, 26 May, 1923.

277. Would you go in for wheat growing if the railway were built? Yes, some.

278. Would your neighbours do the same?—Yes.

279. Is the Bundarra country better than the average land on the Guyra route?—I would not say that it is near Guyra, but between here and Tingha it is better.

280. What is the rainfall in this district?—29 inches. Butchers come to the district from Casino and Lismore to buy sheep.

281. Is lucerne grown along the river flats?—Yes, for local use.

282. Under natural conditions?—Yes, on one place near mine I have known it to be cut four or five times a year.

283. *Mr. Drummond.*] What would be the main advantage to you and to stock-owners in having a connection with the main Northern line?—I could rear fat lambs for the coast, and I should be able to transport my produce.

284. Which of the proposals to connect with the coast do you prefer?—I think the Dorrigo-Coff's Harbour connection as it is more central. When we want timber we have to get it from Dorrigo, and to get here it has to go all round the country.

285. *Mr. Doe.*] You have stated that this district is free from cattle diseases. How does it stand in respect of diseases in sheep?—I think it is just as good. There is no fluke in the district. Worms may be present, but they are no detriment. We have no swampy land.

286. What are the principle native grasses in the district?—Kangaroo grass, couch on the river and creeks, and prairie grass on the hills. We also have red grass.

287. Have you any imported grasses?—Not to any extent. There is some paspalum on the creek flats. There was an agitation to sell wool at Uralla, but it was not proceeded with by the producers.

288. Does not that show a lack of faith in the project?—Well, they have had a set-back.

289. *Mr. Burke.*] How do the butchers get sheep round to the North Coast from this district?—They are travelled down from Tenterfield or from Glen Innes to Grafton.

290. Would you say that the land within a radius of 12 miles of the Inverell-Guyra route is as good as that between Inverell and Glen Innes?—Taking one season with another, I think it is as good. With equal seasons in both districts, I think it is superior.

291. For mixed farming?—No, I would not say that. The seasons are usually better on the Guyra-Inverell route. They get more moisture there and possibly the soil responds better.

292. If a railway from Guyra to Dorrigo were not constructed and a line from Inverell to Guyra was built would your produce go towards Inverell or to Guyra?—To the Guyra line undoubtedly.

Archibald Shaw Wiseman, grazier, Bundarra, sworn, and examined:—

293. *Mr. Doe.*] Is your holding far out?—I am within 2 miles of the town. I have a statement to read as follows:—Having known the country surrounding Bundarra for the last thirty-five years I consider it is one of the best grazing districts in the State. The more I see of other districts the more my opinion is confirmed. It is what is termed safe country. With our rainfall the country responds quickly and holds stock in good condition, and better than most districts in a bad time. It carries well a sheep to 1½ acre, and one beast to 8 acres. It is safe breeding country even in drought time as most holdings have enough cultivation land to grow fodder to keep stock alive. The district grows excellent wool, and an average breeding flock will cut 7 lb. per sheep. Ours is excellent country for cattle breeding, being absolutely free from cattle diseases. The Inverell-Guyra-Coff's Harbour line will bring Bundarra within 18 miles of rail and 150 miles of a port on the North Coast as against 30 miles to rail and

500 to a port now. It will save large sums on carriage, encourage graziers and farmers to go in for fattening stock. It will increase cultivation, as there are large areas of land suitable for cultivation, which are not used owing to there being no markets; and it will enable graziers and others to get produce from the tableland to the coast quickly and cheaper in times of drought, saving thousands of stock that are to-day let die owing to expense and delays. It will take all the wool, thus relieving the main Northern line of the present heavy traffic. The line would carry all merchandise required north of Bundarra, and would provide quick transportation of stock from drought areas to tableland. The North Coast would draw its mutton supplies direct from the grower instead of getting them at Homebush. We hold 17,000 acres.

294. What is the name of your holding?—Clerkness. We are growing lucerne on 250 acres, and I consider there is another 2,000 acres which could be farmed. The remainder is grazing land.

295. You are about 16 miles from the proposed line?—Yes, it passes about 8 miles from the back of our run.

296. Is that cultivable land?—No, the cultivable land is this end. We do not attempt to fatten because we have to go too far. If we had the railway within 12 miles we could put our stock into trucks for Homebush.

297. Would cultivation be carried on, apart from lucerne, if the railway were built?—Very probably, because farmers would be encouraged to do so.

298. Have you any thought of subdividing your land?—No.

299. Is yours merino wool?—Yes.

300. I understand you do not irrigate your lucerne?—No, I have 50 acres which I would irrigate to-morrow if the railway were built, and I have a creek on one side and the river on the other. It is fine alluvial soil suitable for irrigating. Homebush is our present market, and if the line were constructed we should be closer to the Brisbane market, which at present is better than the Homebush market for sheep. We should have the choice of two markets for fat stock. If a direct railway were built to the coast we should send our wool there as freight would be much cheaper. Once there was a line to Coff's Harbour freights would be cut to get custom. Railway freights are cut so that it is just as cheap to carry 30 miles to Inverell and 500 to Sydney as to go 45 miles to Uralla, and 300 miles to Sydney.

301. What is the freight per ton on wool to Sydney?—£5 10s. per ton or 15s. per bale.

302. Would it be an advantage to send your wool direct to Brisbane?—Yes, it is closer.

Robert Ferris, farmer and grazier, Strathroy, near Bundarra, sworn, and examined:—

303. *Mr. Cameron.*] Have you prepared a statement?—Yes, it reads as follows:—I have resided in the Bundarra district for a number of years, and consider it one of the best for agriculture and grazing. Wheat, maize, oats, potatoes, rye, and other cereals can be grown. Lucerne thrives on the river flats, and most of the landholders could grow some. I estimate there are about 20,000 acres that could be cultivated, if there were a market to take the produce grown. Dairying could be carried on and a big pig industry would grow up, the pigs being sold as stores on the North Coast. Fruit grows to perfection in the district. Much would be grown, giving employment to a number of workers, and bringing population to the district. Under present conditions carriage to the nearest rail is too heavy, and does not pay. The Inverell-Guyra line would open up a lot of cultivation land, and it is quite possible farmers would go in for wheat growing. Maize could also be grown in large quantities if there were means of getting it to market. The resources of the Bundarra district, so far as agricultural production is concerned, have not been touched. The district is one of the best for



*Witnesses*—R. Ferris, J. R. McHugh, E. A. Parsons, and W. G. Davidson, 6 May, 1923.

honey, as shown by a sample sent to England by Mr. Mallise, who has a small bee farm about 8 miles from Bundarra. His sample was placed as equal to the best samples sent away. I would say that a farm of from 1,500 to 2,000 acres would be a paying property with the line within easy reach. In my opinion, our country is equal to a lot of the Inverell and Guyra land for agricultural purposes.

304. What area do you hold?—3,600 acres.

305. Do you agree with the evidence given by Mr. Wiseman regarding freight and conditions in the district generally?—Yes, I consider that crops grown in this district are better than what I have seen grown in the Armidale district, where I once lived. I have grown good potatoes and hay near Bundarra. Some of the soil will grow better lucerne, averaging 1 ton per cut.

306. Would a railway from Guyra to Inverell increase settlement in this district?—Yes, a lot of land which is now running sheep could be used for agriculture.

307. *Mr. Drummond.*] In stating that a living area is 50 to 200 acres, what had you in mind?—A mixed proposition. I would say that 1,000 to 1,500 acres is a fair living area under present conditions.

308. How much with the railway?—500 acres near it and 1,000 further away.

309. Would the railway at Tingha, 18 miles away, make a considerable difference in the area of land cultivated?—Yes, more land would be farmed because there would be less cartage. We have no outlet for produce here. With the railway, farming would be a better proposition. This is a well-watered district, and many places are suitable for irrigation.

John Richard McHugh, grazier and farmer, Bundarra, sworn, and examined:—

310. *Mr. Mahony.*] Where is your property situated?—About 4 miles west of Bundarra. I have 1,920 acres, and I look after my mother's property of 3,200 acres. It is grazing country. We have about 25 to 30 acres under cultivation. If a railway were built from Inverell to Guyra we should be 16 or 18 miles nearer and 150 to 200 miles closer to Sydney. Only the other day I got 1 cwt. of stuff from Sydney which cost 14s., and delivered here another 12s. The railway would encourage the fat lamb industry.

311. What proportion of your land is suitable for agriculture?—I could grow wheat on 300 or 400 acres, but after a few years I think it would have to be fertilised. Although some of it is a bit stony, I believe it is wheat land. Freight on wool is £6 or £7 a ton from Inverell to Sydney.

312. Would it be sufficient if the line went from Inverell to Guyra?—No, I would sooner see it go on to the coast. Such a railway would be of great benefit to the north-western people. I believe the Dorrigo line would be more suitable, because it is more central. Further, it passes through good country.

313. Do you support a line from Inverell to Guyra for agricultural purposes?—Yes, but not for wool growing. The rainfall for 20 miles from Inverell up is not as good as that between Tingha and Guyra. I would like to see a railway built from Inverell to Guyra and on to Coff's Harbour.

Edward Albert Parsons, grazier and dairyman, Bundarra, sworn, and examined:—

314. *Mr. Burke.*] What is the extent of your holding?—2,700 acres. I wish to give evidence about timber, dairying, and tourist traffic. At present I am grazing and dairying. My land will carry about 1 sheep to 3 acres and large cattle. I am running principally Jerseys and merino sheep, of which I have about 1,100.

315. Where is your market?—Bundarra. I have a market here in winter for dairy produce, but in summer we are short of a market.

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316. For 12 miles on each side of the proposed line what would you say the country is suitable for?—Grazing and farming. At Guyra it is better for potato growing.

317. What is your opinion of the land between Inverell and Glen Innes?—It is fairly good wheat-growing country, but it is not so suitable for mixed farming.

318. What is a living area on the route from Inverell to Guyra?—About 500 acres with the railway. Under present conditions without the railway 2,000 acres would be required for mixed farming. It is not wheat-growing land. It is more suitable for potatoes and other crops.

319. How much capital would be required to start in a fair way on 500 acres of that land?—£500 to £700, apart from the value of the land.

320. Is the land as good from Inverell to Guyra as it is from Inverell to Glen Innes?—It is better for mixed farming, but not for wheat. The rainfall is better on the Guyra route. It is about 32 inches. The Inverell-Glen Innes line would cost a mint of money to put it through the mountains. That district has a railway within 20 miles. Linked up with the coast the Inverell-Guyra line would pay from the start. For one thing there is so much timber to be marketed.

321. It has been stated that 200 acres will provide a living area along the Glen Innes-Inverell line; I understood you to say 500 acres is a living area on this route?—Yes, you would have to pick your land in the Waterloo ranges and you have not the rainfall in that part that you have in this district.

322. We have evidence that families of eight and nine have been reared on 200 to 250 acres between Inverell and Glen Innes?—Yes, I agree with that.

323. If a direct connection with the coast were not made would the Inverell-Guyra proposal be a good thing for the district?—Yes, it would enable an interchange of commodities to take place. If the railway were constructed from Guyra to Dorrigo there would be a very large trade in timber.

324. Do you know of any better proposition to connect with the coast than the Guyra-Dorrigo proposal?—No. We are paying over 30s. cartage on timber from the coast. Timber landed here costs over £6 per 100 super feet. If a line were built we could get it for 4s.

325. *Mr. Drummond.*] Do you consider Bundarra is too far from the railway to warrant the establishing of a butter factory?—Yes.

326. Would it be too far away if the railway were constructed?—No, Tingha would be close enough to make dairying a success in this district. Our country is adapted to dairying for eight months in the year without feeding. Our returns show that we are in a better position than many others. We have had no diseases in our cows for ten years. Ours is a registered dairy and the returns are possibly better than many dairies on the coast. None of our cattle have been condemned by the Board of Health. This has been an exceptionally bad year, and our returns have been good up to the present.

William Graham Davidson, grazier and farmer, Boxmore, Uralla, sworn, and examined:—

327. *Mr. Drummond.*] How far is your holding from Bundarra?—10 miles south. I hold 5,500 acres.

328. Would the railway affect you personally?—Yes, a little. My place is about halfway between Inverell and Uralla. It would bring me about 11 miles nearer the railway. It costs a great deal to cart wool, but it is almost impossible to get fat stock away. You require to have them over prime before you put them on the road because they waste so much. I sold some fat cattle yesterday. I was afraid to send them away because of the distance. It is no use sending fat stock away under present conditions.



Witnesses—W. G. Davidson, G. G. Best, and P. R. Little, 26 May; J. Hawkins, 28 May, 1923.

329. Do you agree with the opinion that there would be a considerable extension of agriculture in this district if the railway were built?—Yes, I favour a line running a little more south to connect with Uralla and Wallan.

330. From the standpoint of serving the north-west and giving access to the coast is that a sound proposition?—No, I think the Dorrigo-Guyra proposal is better generally although the other would suit me better. The land passed through is first class, all suitable for farming and grazing. The Inverell-Guyra-Dorrigo proposal would open up a big stock business. Stock from the north-west that suffers from drought could be removed direct to pastures on the coast.

331. Is there a large movement of store stock from the west and north-west?—Yes. Wethers are always coming here.

332. Would that be a considerable source of revenue to the line?—Yes.

Glenroy Garfield Best, grazier, Longreach, Bundarra, sworn and examined:—

333. *Mr. Drummond.* I understand you have not been long in the district?—No, I am a newcomer here. I was formerly in the Yass and Burrowa districts. I consider that the Bundarra district, if it had railway facilities, is as good as those other two. The land along the Gwydir River compares more than favourably with the land along the Burrowa River for lucerne, which is selling up to £40 per acre there. There is deep water and a great deal of land suitable for irrigation. Bundarra is too far from the railway for mixed farming. Cartage is prohibitive. We used to go in for wheat, sheep, and lucerne, and I believe the property I hold is suitable for that purpose. As a wool-growing district Bundarra compares well with the Yass district. I showed samples of wool grown by Mr. Wiseman to experts at Yass, who said that it was magnificent wool. I have 5,200 acres, and I honestly believe that 2,500 acres to 3,000 acres is excellent wheat land. In the south it is said that white box timber is the best wheat land, and we have that timber about here. On land in the Burrowa district, similar to the Clarkness land, there

are farms of 200 to 300 acres, on which men are making a good living. This is a safe district in drought. There is a bigger percentage of fat stock in this district at present than there is anywhere in New South Wales, but we have no outlet. I have wethers which are fit for Homebush, but I cannot send them away. There is a good deal of land in the district suitable for fruit growing. Rabbits here are a curse, and rabbits which have eaten out other areas are coming here.

334. What does it cost per mile to erect a rabbit-proof fence in your district?—About £110 complete.

335. How does your property compare with the average properties in the district?—Mine is an average sample of the country 6 or 8 miles around Bundarra.

336. Would you say 50 per cent. of the land is suitable for cultivation?—Yes, for wheat and oats, and lucerne on the frontages.

337. Are the flats on the Gwydir River extensive?—Yes, there are 200 acres quite near the town, and there is a large area to the north suitable for lucerne, and there is water for irrigation.

338. I suppose Tingha would be your nearest point to the proposed railway?—Yes, it would bring me within 12 miles of the line. I could start with my sheep in the morning, and would be not more than 24 hours on the road, whereas now they would be three days. I would not attempt to farm under present conditions. I bought the land as a grazing proposition.

Patrick Rogers Little, storekeeper, Bundarra, recalled, and further examined:—

339. *Chairman.* Do you wish to add to your evidence?—Yes. I desire to state that in this district it costs £110 per mile to erect wire-netting on a rabbit-proof fence. To erect a new rabbit-proof fence it would cost not under £150 per mile. I notice that Mr. Best estimated it would cost £110.

340. *Mr. Drummond.* What is the cost of landing wire-netting in Bundarra to-day?—From Sydney, about £12 per mile.

MONDAY, 28 MAY, 1923.

[The Committee met in the Court House, Tingha.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.

BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Guyra to Inverell.

John Hawkins, President of the Agriculture Bureau, and mixed farmer, Tingha, sworn, and examined:—

341. *Mr. Travers.* Have you resided long in the district? All my life. We have a very live branch of the Agricultural Bureau here, and our object is to educate the people as to what the soil will grow and to induce them to take up land in the district. The soil about Tingha will grow almost anything in the way of produce and stone fruits. We can grow tomatoes by the ton. Onions also grow well. Our surplus tomatoes have been bought up by dealers at 1d. lb. Parts of the districts will grow good corn and wheat. If we had water and fertilised our land we could grow potatoes in payable quantities. This district is suitable for closer settlement because we can grow produce that cannot be grown in other places. We can grow cauliflowers and cabbages, but we have no market, except a local one. The district grows very clean wool. It will carry about 1½ sheep to the acre. I have made my living for the past twenty-two years on 800 acres and less, and I have supported a family of seven. I run

600 sheep, about 50 head of cattle, grow my own vegetables and fruit, and in normal seasons grow my own horse feed. I breed sheep and cattle, and sell to the local butchers. Before going on the land I worked in a sawmill belonging to my father, which ran for twelve years and averaged 800 to 1,000 feet of timber per day. That was about 6 miles from here. There is a fine belt of timber commencing at New Valley, 7 or 8 miles from Tingha, and extending in a southern direction 15 miles towards Bundarra. Much of that timber has never been cut. I have drawn logs 12 and 14 feet long to the mill that cut up to 1,000 feet. When my father removed his mill about twenty-two years ago there was a lot of young timber coming on which should be fit for milling now. There should be from 8,000 to 10,000 acres, most of which is forest reserve. The timber is chiefly stringybark, blackbutt, a little ironbark, and a quantity of black pine.

342. *Mr. Travers.* What area would be suitable for agriculture within a 5 miles radius of Tingha?—From 700 to 800 acres.



Witnesses—J. Hawkins, W. Chisholm, W. Ayland, and W. Vickery, 28 May, 1923.

343. How much would be suitable for wheat-growing?—About half, and the balance for corn.

344. Is your farm a particularly good block?—It is a fair average block.

345. Is the land not suitable for agriculture suitable for grazing?—Yes.

346. Would you say that 800 acres is a fair living area in the district?—Yes, a good living area. I have never had more than that. I started with absolutely nothing.

347. Are there any other residents of the districts similarly situated?—Yes, on smaller areas. One man has been making a good living on 600 acres. He started with very little, and has been able to buy a motor car.

348. Why do you not go in more for agriculture?—Because we have no outside market.

349. Is much wheat or corn grown in the district?—Yes, to the north a good deal is grown. Inverell is our market.

350. How far from Inverell is the timber land to which you have referred?—23 to 25 miles.

351. Where does wool go from this district?—Within a radius of 10 miles of Tingha one carrier has taken 500 bales to Inverell.

352. Are the estates in the district large?—No, from 3,000 to 5,000 acres would be the largest. They are mostly used for grazing.

353. Would a railway from Inverell to Guyra cause an increase in production in this district?—Yes, a lot of land would be used for agriculture. I believe lucerne could be grown in places. I grew about 2 acres for eleven years and got three cuts a year. In the drought it thinned out, and I ploughed it up with the object of resowing it. It is on fairly poor land, and it grew about 3 feet high.

354. Where is timber obtained for the mine?—From Inverell, at present.

William Chisholm, fruit grower, near Inverell, sworn, and examined:—

355. *Chairman.*] Do you make your living entirely from fruit growing?—I do some farming as well. I have about 30 acres of mixed fruit trees, including stone fruit, apples, and citrus. The last named are young trees, but the other fruit I have grown for thirty years or longer. My market is a local one. I sell to dealers and the fruit goes from Glen Innes to Guyra and up towards the Queensland border. This district will grow almost any kind of fruit, including peaches, plums, apples, and cherries. Between my holding and Tingha the land is suitable for grapes. My place is about 7½ miles from Inverell and about 9 from Tingha. Last year half my stone fruit went rotten because I could not market it. If the railway were constructed I could send my fruit to Guyra.

356. Are there any other fruit growers in the district?—Yes.

357. What do you grow besides fruit?—Corn and wheat. Wheat yields about 20 bushels and corn 25 to 30 bushels. I do not grow much, but I used to find a market at the mines. I grow wheat mainly for hay.

358. *Mr. Doe.*] Have you ever dried your grapes?—No, although I believe they could be satisfactorily dried here. The climate here is generally very dry in summer.

359. Have you ever dried stone fruit?—A little, but you require to grow a special kind for drying.

360. *Mr. Drummond.*] Are you troubled with diseases in the fruit?—Sometimes. The year before last was a bad one for fruit fly, but I believe this district is not worse than any other district in that respect. Fruit fly is our worst trouble.

361. Is it the Queensland fruit fly?—Yes.

362. Has any attempt been made to establish a tomato cannery here?—No, although some of the best tomatoes are grown here.

363. Have you tried prunes?—Not in any quantity. Some seasons are too dry for them.

364. Have you tried to arrange for motor transport of the fruit grown in this district to Guyra or Glen Innes?—No. It would be a good thing if it were practicable. The more mining carried on the greater the consumption of our produce.

William Ayland, orchardist and miner, Grosvenor, Gilgai, sworn, and examined:

365. *Mr. Mahony.*] Is your place far out?—9 miles from Tingha. I have 100 acres. I have prepared the following statement: There are approximately 2,000 acres of mostly Crown land in Gilgai which could grow fruit profitably and on which about 20 families could be settled with a railway to take away the surplus produce. One acre of summer fruit trees, at sixty-nine trees to the acre, will produce, when in full bearing, 140 bushels of fruit; that is to say, 5s. per bushel will return £35, or £350 from 10 acres. An area of 200 acres, with 10 acres orchard and vineyard, 10 acres for vegetables, &c., and 180 acres for grazing, would provide a fair living if there were a market. With the mines at Howell going again there would be a fair market, but not sufficient to take all produce grown. Land is now held as Crown leases, &c., which could be used for mixed farming and fruit growing with railway facilities. The Tingha water supply scheme will serve Gilgai, and vegetable growing could be profitably carried on. The forest reserve near Gilgai would enable bee farming, in addition to mixed farming, to be carried on profitably. With a direct line to the coast we should be able to get fertilizers cheaper than at present. The freight from Sydney to Inverell makes them almost prohibitive. Tobacco has been grown very successfully at Gilgai. The Ponds, and Tingha, the quality of the leaf being excellent. That is another industry which could be developed with a railway to the tableland. Intense culture could be carried on. Our district is five or six weeks earlier than the tablelands, and there is a ready market there for early vegetables. It costs 2s. per bushel to send anything to the Northern line, which is hard on producer and consumer. I grow tomatoes, green peas, turnips, cabbages, and cauliflowers. Our local market is always over supplied. With a railway to reopen the mines at Howell and Tingha, ten times more people would be employed than there are on closer settlement.

366. Where would you expect to find your principal market if the railway were built?—Between here and the coast. The small towns towards the coast cannot grow peaches and apricots and such fruit, and that would be our market.

367. Do you support a line from Inverell to Guyra?—Yes, that would be the best line from our point of view.

368. Did you ever work as a miner?—Yes, I am working as a miner now. There are a good few miners working at Gilgai where there are two or three small mines producing chiefly tin. When the mine was working at Howell about £1,200 per week was being paid out in wages and the fruit growers had a good market. I could then sell as much fruit as I could carry there in a cart with two horses. To-day I could not sell a bob's worth there.

369. Is there much land in the district suitable for the same culture as you are going in for?—Yes, there are about 2,000 acres suitable for fruit growing.

William Vickery, orchardist and gardener, Albion Flats, Tingha, sworn, and examined:

370. *Mr. Drummond.*] What do you grow chiefly?—Tomatoes and watermelons. I have 20 acres of land. I also grow a bit of hay for our own use. I did run a nursery, but of late years there has been no demand for young trees, and I am closing it down. There is a bit of opposition now and we have to turn our attention to mining. I took £350 off two acres in a year, and there remained a quarter of an acre of pumpkins that we did not sell.



**Witnesses**—W. Vickery, C. E. Blomfield, D. F. Stewart, and W. Yule, 28 May, 1923.

371. Would a railway from Inverell to Guyra materially improve your prospects?—Yes. I could make a good living if I could get 2d. a lb. for my tomatoes.

372. Have you in view ultimate railway connection with the coast?—Yes, we want an outside market.

373. *Mr. Doe.*] Have you ever considered turning your tomatoes into sauce or bottling them?—I have often thought that it would pay us to do that.

374. I suppose tomato sauce consumed in this district comes from Sydney?—Yes.

375. Is there not an opening here for a good tomato sauce?—Yes, but in order to produce that we should have to grow a different variety of tomato; I grow tobacco for my own use, which grows to perfection. I have some 7 feet high. I have also grown cotton, but the seed was old when the Department sent it up. I merely dig a trench with my foot and drop the seed in. Tobacco and cotton can be grown well in this district.

Charles Edwin Blomfield, grazier, Wombi, near Wandsworth, sworn, and examined:—

376. *Mr. Doe.*] What area do you hold?—5,500 acres. My land will run about ninety sheep to 100 acres. The old surveyed line passes 4 or 5 miles from my property.

377. Is your land suitable for grazing only?—No, it might be suitable for mixed farming later on. It is half basalt and half granite. It is very good grazing country.

378. What proportion would be suitable for the plough?—Only a small proportion. It is more suitable for mixed farming. I have been on the place nineteen years. At one time I was in the Government service, and I think I pay more in taxes now than I used to get as salary from the Department. A man with 2,500 to 3,000 acres in this district could make a very comfortable living by grazing. I do not go in for agriculture. On my place there is a lot of young timber, and in twenty or thirty years there will be a large quantity suitable for milling. A former owner of my property erected a fence about 1884, and some of the posts are still sound. If the railway were built there would be a big traffic in maize from this district.

379. Is any lucerne grown in the district?—There was a patch of about 8 acres, and I believe there were others. I know of no one producing it on a big scale.

380. How do you regard the Inverell district for fattening?—In a good season it is better than ours, but the further you go west the better stock fatten. We should have railway connection between New England and some point on the North Coast.

381. Would a line from Tenterfield to Casino be of advantage to you?—It would help.

Donald Finlay Stewart, grazier, Kelso, near Wandsworth, sworn, and examined:—

382. *Mr. Cameron.*] Do you do any farming?—A little for my own use. I have prepared the following statement:—I am a grazier, and live close to the proposed line from Inverell to Guyra. The average carrying capacity of the country is about one sheep to the acre in all seasons. We run a few head of cattle in each paddock as the grass gets ahead of the sheep in the hotter months. The country from Tingha eastward along the line has been described as poor grazing land. It certainly is until the axe is used on the timber, then it is good wool-growing country. It has a fair amount of good milling timber. I have noticed that the District Surveyor at Armidale stated that the timber is suitable only for mining purposes. For the last five years Mr. Wade has been carting logs from my property to Inverell, a distance of 30 miles. Other properties in my neighbourhood are similar to mine as regards timber supply. We cannot do much in the way of fat stock, as it costs 3s. 4d. per head for sheep and 33s. per head for cattle (freight and selling charges), and there are three or four days' driving to rail. Stock are in the trucks from Tuesday (noon) till Thursday morning. Consequently they lose a

lot in condition. With a direct outlet by rail to the coast stock would meet the market in at least half the time they do now. We should have freezing works inland, which would give employment to many and save wastage. There is a fair area of land suitable for cultivation within working distance of the proposed line. It will grow oats, pumpkins, melons, and almost all vegetables and cold-climate fruits. The railway would be beneficial in getting stock to agistment in time of drought. You cannot get a large block of agricultural land in this district, but there are many places where the land can be cultivated. I have grown 60 bushels of corn to the acre, and I have grown lucerne during the last five years, which have been exceptionally dry. There are patches of land in the district that will grow lucerne well. This is very good wool-growing country and carries a fair amount of good building timber. Mr. Wade, of Inverell, has been carting logs by team from his property to Inverell. The adjoining properties carry as much timber as mine. We can fatten stock, and if we had railway facilities we could send fat stock to the Grafton market. It costs us 3s. 4d. a head for sheep and 33s. for live stock marketed in Sydney. With a coastal connection, freezing works could be established, which would give employment to many men and save wastage in stock in being trucked from these districts to Sydney. This is very good country for growing oats, either for hay or for grain. The railway would enable stock to be removed from the dry western country to pasture.

383. Generally speaking, is not the country between Inverell and Guyra essentially grazing land?—Yes.

384. Have you given consideration to the most practicable route between the tablelands and the coast?—I should think a line from Guyra to Dorrigo would be the most beneficial. It is the most direct route.

385. *Mr. Doe.*] What sort of timber has Mr. Wade carted to Inverell?—Mostly white and red stringybark and a little box.

386. *Mr. Drummond.*] Has there been much traffic in stock to this district in the last ten years?—Yes.

387. Is that traffic limited to store stock which have been removed for fattening purposes?—No, there are thousands of wethers brought from western country for woolcutters, as well as sheep being taken west for fattening.

388. As a grazier what would be your main advantage if the railway were built?—Fodder would be carried by the railway. At present sheep at Goondiwindi are being fed on corn, which we get from Warwick. There is a likelihood of a railway being built from Camurra to Bogga-billa, and if the proposed railway were constructed there would be direct railway communication between that far north-western district and the main Northern line.

389. Would fodder be carried by the railway from the tablelands to that western country?—Yes.

390. Would there be a movement of cattle to the eastern fall of the range?—Yes, apart from the feeding of stock.

391. Do you often have to remove stock from this country?—I have shifted cattle, but not sheep. In this district the losses are practically nil from drought. Cold weather is worse when there is no feed.

William Yule, miner and grazier, Tingha, sworn and examined:—

392. *Chairman.*] How long have you resided in the district?—Forty-five years, and have been mining pretty well all the time. Forty years ago most of the men left here, but since then more money has been made than ever. This is a very large mineral field, the extent of which nobody knows. The whole place is covered with lines of reefs. A reef here never seems to cut out. The shoots cut out, and when that happens they leave them. I and my son and another man sunk a shaft near Tingha, and bottomed on 2 cwt. to the load. That is in a place where nobody had any idea there was tin. Several good reefs are being opened up. The surrounding country is a network of reefs. The difficulty is that in the back country



there is no water in dry times, and it is hard to prospect. In the event of Mr. Symes' water supply scheme being carried out, a great impetus will be given mining.

393. How has the mining industry progressed since 1914?—Dredging was beginning to slack off a bit then.

394. How many dredging plants are operating in the district?—About one dozen.

395. How does the population of Tingha and the surrounding tin-bearing district compare with what it was in 1914?—It has slackened off. Many of our people went to Cessnock. It did not pay to work here under existing conditions, when tin fell so low.

396. In what way would a railway from Inverell to Guyra improve the mining position here?—Our mining machinery would be carried cheaper.

397. Where is tin despatched now?—Via Inverell. The carriage is 30s. per ton from here to that town.

398. From where do you get your mining timber?—Very little timber is used for mining now. If you work on the surface you do not require much timber. A little is required for the dredges. There is a timber belt five miles from Tingha running up a few miles.

399. Has want of water hampered alluvial mining here?—Yes, and prospecting, too.

400. Is the tin-bearing country in the district pretty uniform?—Yes.

401. Is it a fact that not much reef work is done here owing to the solidity of the earth in which the tin is obtained?—Yes, not much attention has been given to the reefs on this field. The deepest shaft sunk here is about 200 feet.

402. Would the railway give an impetus to reef work on the field?—Yes, there must come a time when attention will have to be given to the reefs. That is when alluvial tin cuts out.

403. You consider that the Tingha mining area is by no means worked out?—It will last while the world lasts. There is no doubt about that.

404. Have you experience of other tin-fields?—No, but the history of this field is the same as the history of the Cornwall tin-fields. Men from Cornwall say that you cannot expect to find a big body of ore until you get into open country. That is their experience in Cornwall. One hundred tons of tin were obtained from a little reef 2 miles along the road.

405. *Mr. Travers.*] When the Committee were in Tingha in 1914 it was estimated that in 1912-13, when operations were being carried on, the average value of tin was about £130 per ton. What is the average value to-day?—The local value is a little over £100 a ton.

406. Is the difference between £100 per ton to-day and £130 per ton ten years ago the reason for the mines having closed down?—The fall in tin made it impossible for the dredges to work poor dirt, and there was a rise in wages and a shortening in hours of labour.

407. Under present conditions what is the lowest market price of tin per ton that would allow you to carry on?—It depends on what we can produce.

408. What does it pan out at to-day?—It is not as good because they have taken the cream off it.

409. Does the future of the field depend more upon reef mining than upon alluvial mining?—Yes.

410. Have you formed an opinion as to the area in the district suitable for tin mining?—No, it is a very large area. For 20 miles square there is tin around here.

411. Has activity been more pronounced here during the last two years?—There was a bit of a rise in tin for a short time, which sent prospecting ahead a little.

412. *Mr. Drummond.*] Have you had expert tests made of the possibilities of the district?—We know that the possibilities are good, but we have not had money enough to go on.

413. Have you had an official test by the Mines Department?—No. We know that the tin is here. We have traced it. A mine is working at Gilgai.

*Witnesses—W. Yule, and J. Symes, 28 May, 1923.*

414. Are there more than twelve dredges working in the district?—One has been sold, and three others are idle. Some others are working.

415. Has the drought affected operations?—More so in the back country. There is a drop of water in the creek. The dam is to be raised 4 feet to get more water. This is a wonderful field of tin.

James Symes, mining investor, Tingha, sworn, and examined:

416. *Chairman.*] Are you a mine manager?—I was for a good many years. I came to Australia a good many years ago, and have been associated with mining and irrigation most of my life. I came to Tingha, and from evidence I saw I started to investigate the district. It has cost about £5,000, and I have spent about another £10,000 in carrying out experts' recommendations. I suppose £200,000 will be spent on the same work. I am not prepared to lay all our reports on the table. We have had London experts here investigating the district from a mining and agricultural standpoint, and on their recommendation our London people are going to act. We have not gone into the matter of the railway because we believe it will come in due course, and we have sufficient faith in the Government to build it. We are going on with our work irrespective of the railway.

417. Do you regard the field as one that will respond to investment?—Absolutely.

418. What is the area of tin-bearing country in the vicinity of Tingha?—Thirteen or 14 miles almost in every direction. We know that there is more tin in the Tingha district to be got than has been taken out of it.

419. Something like £3,000,000 worth has already been won?—Yes, and there is more than that to be taken out. We have had men here for years investigating the whole thing. Those investigations have cost us about £5,000.

420. I understand that a canal is being built for the purpose of obtaining water for tin working?—Yes, and irrigation. All the information I have is at the disposal of the Government confidentially. Portion of one of my reports states: "Apart altogether from mining, this water would be of great value for irrigation."

421. What do you consider is the average metal content in the mining area here?—Over 1 lb. to the yard, which is putting it low.

422. The committee have been told that most of the tin won here is alluvial, and that when you get down to the lode formation the expense of mining has practically stopped development?—The lode formation has never been opened up. Tingha has always been looked upon as a mining town as here to-day and gone to-morrow. I went to Cornwall, where there is the oldest tin mine in the world. I can assure you that the Tingha field is twenty times bigger than the Cornwall field. This district has never been properly tackled. I know of no place in the world where there are such huge possibilities for tin mining as there are in the Tingha district. I say that after eleven years of investigation, and my opinion is corroborated by the best brains we can employ.

423. Would the construction of the railway make much difference to mining here?—Yes, it would make the distance per rail shorter, and we have to consider the low price of tin. But I do not pin my faith to mining altogether, I look ahead and see what the land is capable of. The agricultural possibilities of the Tingha district, from a closer settlement standpoint, are wonderful. The canal has been laid out for that purpose. If the tin cut out the water is at such a height as to command Gilgai and the surrounding districts of Inverell. I believe this district will grow almost anything. An excellent specimen of cotton has been grown here. Tobacco will also grow here.

424. What could be grown here with irrigation?—Fruit, lucerne, and vegetables. I have seen pumpkins grown here which you could not lift.



*Witnesses—J. Symes, and J. Connor, 28 May, 1923.*

425. Where would you look for a market for that produce?—Not necessarily a close market. We have certain things in view which we intend to work out, and we intend to go to the world for our market. We could can our stuff and send it out. Our idea is to go in for something big.

426. Are there many landholders in the district who are prepared to go in for irrigation?—I know what they will do when the time comes.

427. You referred to some experts who came here at your solicitation; were they Government experts?—Yes, agricultural experts.

428. Have you had Government mining experts here?—Yes, the chief inspector of mines spent five days here with me. You can get evidence from the Government expert relating to the whole of the Tingha district. His report bears out the report of our own private experts regarding the Tingha district.

429. *Mr. Travers.*] What number of dredges are working here at present?—There are twenty-six in the district, but because of want of water it would not surprise me if only four or five are working now.

430. How long has the water problem been acute?—It has been bad ever since Tingha was Tingha. That is what made me start investigating the district. I suppose £2,000 a fortnight is being lost in this town because of want of water. But enough water has come down the creek in twenty-four hours to keep the miners going for years.

431. Has mining shown any activity during the last four or five years?—Tin has dropped considerably and wages have risen. When the water scheme is completed hundreds of men will begin fossicking. This is the biggest fossicking field in the world.

432. Have you considered the question of timber supply?—Yes, I am satisfied there is sufficient timber here.

433. In 1914 the Committee were informed that timber would probably have to be obtained from the Inverell district?—Timber could be grown almost as fast as it could be cut, but there is no re-forestation here. The water supply is the pulse and heart of the whole thing.

434. Will it be any length of time before your water supply scheme is in full swing?—No.

435. What is the lowest market price of tin which would enable you to carry on?—It would have to be lower than we have ever seen it here. The market will not affect us.

436. *Mr. Drummond.*] In the official evidence submitted to the Committee there is the following paragraph:—

When these proposals were previously dealt with it was considered that the Guyra route had more to recommend it than the Glen Innes route, but since then the mineral industry to be served by the former has shown a backward tendency.

Are you sure that is due to market conditions and insufficient water rather than to the field being played out?—It is due to the low market price, the rise in wages, and 90 per cent. is due to want of water.

437. Then the inference that the field is depleted is not correct?—It is not correct. The chairman of directors of our company was here the other day. He went over the district with me, and was amazed to see such a field stagnant for want of water.

438. Would the construction of the railway prove a considerable factor in the cost of production and the ultimate success of your enterprise?—Yes, a railway would have that tendency.

439. *Mr. Doe.*] How is it proposed to distribute water from the canal?—That has been worked out by our experts.

440. It would be necessary to make available a lot of land along the route?—Yes.

441. Have you control of that land?—No.

442. Where is the tin smelted?—Some in Sydney and the balance in Singapore.

443. What is the present value of tin in England?—It is not too bad.

444. Do you include the Conrad mine in speaking of the Tingha mines?—No.

445. I understand you are not working lode ore?—No, it is alluvial so far.

446. *Mr. Mahony.*] Are wages an important factor in the production of tin?—Yes.

447. The average price of tin from 1875 to 1900 was £46 per ton, the highest wage during that period being 7s. a day;—what is the rate to-day?—14s.

448. If tin were £92 per ton it would be a paying proposition?—In those days it was all hand work. The dirt was shovelled out. The ground worked to-day was abandoned by those people, but it is being worked by expensive machinery.

449. Will wages be a factor if more mineral is to be won?—It depends upon the method adopted. With the most up-to-date method present wages will not effect it.

450. Have you tried cotton in the district?—It has been grown here about 2 miles out. The samples were very fair.

451. What about tobacco?—Tobacco has been grown on Cope's Creek. I do not know of any being grown now.

452. Have you an interest in any mining company in the district?—No.

453. *Mr. Drummond.*] What is the cost of landing tin ore at the rail?—30s. per ton. It is sent to Sydney, at a charge of £4 per ton.

454. What would you save per ton if a railway to Guyra were built?—I have not bothered much about that part of the business.

455. *Mr. Travers.*] As far as your investigations have gone the question of railway connection between Inverell and Guyra has not entered largely into them?—No. It would enhance the thing, but even without the railway, I think we should find a way out.

456. Do I understand that you do not consider the construction of the proposed railway is an appreciable factor in the development of mining here?—Yes, most decidedly it is, but if the railway is not built we shall still plod along.

457. *Mr. Doe.*] You referred to supplying the world's market with produce;—had you in mind food supply?—Yes. We should supply the world's market with tin and produce.

James Connor, farmer and grazier, near Tingha, sworn and examined:—

458. *Mr. Drummond.*] I understand you are interested in a fluorspar mining proposition?—Yes.

459. The documents which you have handed to the Committee refer to a communication received by you from three different companies dealing in that mineral?—Yes.

460. According to one letter received from the Broken Hill Proprietary Company the company makes an offer that it is prepared to pay £6 per ton f.o.r. for the mineral at their works?—Yes.

461. Will you inform the Committee why that would not be a paying proposition to you?—Freight is too high. Carriage is too far. We should have to cart the mineral 18 miles to Inverell, at a cost of £2 per ton.

462. What would it cost you to rail it from there to the Broken Hill Company's works?—I understand it would go at the same rate as tin.

463. Do you consider that would be too big a levy?—Yes.

464. Have you had an official test made of the mineral to show what its extent is?—No. I have opened the show to a certain extent, and it shows well. It is a big lode.

465. Is there much of it in the district?—That is the only show that I know of.

466. If the railway were constructed could it be worked successfully?—Yes. Under present conditions the expense is too great.



Witnesses—J. Connor, S. Cooper, and H. D. McKay, 28 May, 1923.

467. Arthur H. Hassal & Co., import merchants and mine-owners, state in their letter to you:

We are sorry we could not undertake to work the deposit ourselves. We also think the position too far from rail.

You want to place that information before the committee?

Yes. If the line were built from Tingha to the coast we could get our product away much cheaper.

468. *Mr. Mahony.*] What does it cost you to produce fluorspar?—A miner can obtain half a ton a day by manual labour.

469. What is the market value per ton?—£6 f.o.r. at Newcastle. About 1,000 acres of my land carries valuable young timber, on an average about six good trees to the acre, a number of which are suitable for milling now.

470. *Chairman.*] Is that important, having regard to the future of mining in the district?—Yes. I have enough timber on my ground to build the railway station. Both Mr. Stewart and Mr. Blomfield, who are my neighbours, have as much timber on their property as I have.

Sydney Cooper, miner, Stanifer, near Tingha, sworn and examined:

471. *Mr. Doe.*] Are you in favour of the proposed railway?—Yes, not only to Guyra, but to Coff's Harbour. I am a miner of 40 years' experience. I have been working in mines in this district since 1888, and have found that the great drawback is the cost of production. Our railway freight is much too high. It costs me to send a ton of tin ore to Sydney about £5 or £5 10s. I pay 30s. per ton from here to Inverell as a first charge. If we had a railway from Inverell to Guyra and from Guyra to the coast probably that cost would be reduced by £2 or £2 10s. per ton. At present this is an alluvial field, but there is plenty of tin underground. I am working ground to-day that will yield  $\frac{1}{4}$  cwt. to the yard. It is the same ground which, worked years ago, gave up to  $4\frac{1}{2}$  cwt. per yard. Where formerly the price of tin was £45 per ton, to-day I am getting about £120 per ton in Sydney. The local price is £108 per ton. I am working an underground mine, and am paying at the rate of 500 per cent. more for mining poles than what I did in 1914. Then I could buy a shovel for 3s. 6d.; now it costs me 18s. 6d. What with that and the price of rope and candles, I find it a great handicap. The alluvial tin on this field is being worked out, and our future lies in the deep leads and reefs. That will take capital. With assistance and railway facilities there is a big future for the Tingha district. I know the country between Tingha and the Dorrigo scrub and I consider that on the eastern fall some day one of the best goldfields in the State will be opened up. There is a line of reef which extends quite a long way. That reef has been traced to Nundle, and crops up at the Hillgrove mine and at Mihi Creek. At Glenmorrان the reef has been opened up. By means of a line to Coff's Harbour men could go into that country prospecting, and get all the necessities they required.

472. Do you go in for cultivation?—Yes, at Stanithorpe I have a garden. On a small plot I marketed 150 cabbages, for seven dozen of which I got 1s. each in Inverell. Tomatoes will grow anywhere there. Cucumbers also grow well. I had half an acre of wheat in, and took two cuts of green stuff off it, then let it run to hay, and made 46 bags of chaff. I have taken as much as 10 bags of potatoes off quarter of an acre. Regarding mining, we want a diamond drill to test the leads. The Government grants us aid but it is practically of no use to us.

473. In the event of the alluvial tin being worked out will not mining here for the poor man become a thing of the past, having regard to the ordinary miner or prospector?—Yes. If we had the use of a diamond drill the small miner would find plenty of work.

474. Has the field been tested by the Mines Department in the deep leads?—No. The only way to do so is by diamond drill.

475. By how much would you expect the freight to Sydney to be reduced if the railway were built?—If we could ship direct to Coff's Harbour it would cost us considerably less because water freight is cheaper than rail. Minerals would go to Morpeth or to Sydney. Much of our mineral is railed to Morpeth.

476. *Mr. Travers.*] Have you been doing much mining on your property?—Yes, continuously, but for the last two years I have been held up for want of water.

477. What area are you mining?—I have two 40-acre leases.

478. I understand you have averaged 28 lb. to the cubic yard?—Yes.

479. Does the cost of freight you have mentioned include cartage?—Yes, that and rail. I am unable to carry on for want of water.

480. Would a railway from Inverell to Guyra be of use to you without a connection to the coast?—It would be a small benefit. I would probably save 20s. per ton cartage to Inverell.

481. Would that stimulate your enterprise?—Yes.

482. It has been stated that the average output over the whole mining area would be about 1 lb. of tin to the cubic yard. Is that a low average?—Yes.

483. What becomes of your tin when it reaches Sydney?—Most of it is sold in England.

Henry Donald McKee, railway engineer, and mine manager, Tingha, sworn, and examined:

484. *Mr. Travers.*] What property do you manage?—The Cope's Creek Central Mine, which started work in 1906, and has worked continuously ever since, except for a time when we could not sell our tin at the commencement of the war, and during some months when the price of tin became too low. I have taken over a tribute from the Cope's Creek Central Company, and am working it on tribute now.

485. What has been the output of your mine since 1903?—It has varied. It was about 106 to 110 tons every half year. It would average about 70 tons a half year. Lately it has not been so much as that.

486. Where does your tin ore go to?—Tin goes to the Straits Settlement and a good deal to Sydney.

487. What does it cost you in freight?—30s. a ton cartage. About £5 10s. a ton to Sydney via Inverell and Werris Creek.

488. Over what area is your mine operating?—About 300 acres.

489. How much of that area have you worked?—About 30 or 40 acres.

490. How much in value has been taken out of your property since 1903?—It has cost us over £150,000.

491. Where do you get your wood?—About 3 miles out. Some years ago I used to have to go 8 miles, but recently the Forestry Department has thrown open a lot of land.

492. What does it cost you for firewood landed at the mine?—16s. 6d. a cord.

493. Is there sufficient available timber to tide you over a number of years?—I always keep about 750 cords on hand, and that quantity is constantly being added to.

494. What is the average yield of tin per cubic yard on your property?—About  $1\frac{1}{4}$  lb. Now it would go about 1 lb. which is not too bad. I can do all right if I get 1 lb. to the yard.

495. What relief would the railway give you?—A good deal. At present all our tin goes around by Werris Creek to Newcastle. A railway to Coff's Harbour by way of Guyra would mean a difference in freight of at least £2 per ton.

496. Would a railway to Guyra, apart from a coastal connection, afford you any relief?—I think it would, because we could get all our spare parts here by way of Guyra, which would be a great saving.

497. What does it cost you to land machinery on the mine?—I am constantly getting spare parts up. A liner which goes inside a pump weighs about 30 cwt. and costs



*Witnesses*—H. D. McKie, J. Braissett, G. T. Whiteman, and G. W. Browning, 28 May, 1923.

£10 to £12 to get here. Anything got out from Inverell costs 30s. per ton. If we could get our tin to Coff's Harbour direct it would mean a very big saving to us. We should get out spare parts up that way too. I should say it would be much cheaper to send all our goods from here to Coff's Harbour and be transhipped from there to Sydney.

498. How many dredges have you?—Only one here, and three at Skeleton Creek on the other side of Glen Innes.

499. Which is the most important to you—water, fuel, or the railway?—Water and fuel.

500. *Mr. Doe.*] You mentioned that tin ore from this district finds its way to the Straits Settlement and to Sydney. Does that mean there is a balance between those two centres as regards market values or is it that the company has a monopoly, and sends to one place or the other?—Kelly does the smelting in Sydney. Lempriere sends his tin to the Straits Settlement to be smelted because he has no smelting works in Sydney. It is cheaper to send to the Strait Settlements.

501. What does it cost per ton?—It would almost go as ballast. Ships seek that sort of ballast. I have been interested in a very big bauxite proposition around Tingha. I took up 4,000 acres. That is nothing compared with the bauxite country in this part of the State. From a rough estimate I gather that there are over 200 000 000 tons of bauxite available. Here they make roads of it, and very few roads are as good. An American firm, the biggest firm working bauxite in the world, which commands the whole of the bauxite deposits of France and other countries, were interested in the field, through me, but when I told them there was no railway to it they put it out of their mind. If there had been a railway here they probably would have gone further into the matter. Their investigations have ceased for the time being since there is no railway.

502. Would it not be well to keep it as an Australian concern?—Well, it would cost about £200,000 to erect your plant. I first offered it to Mr. Delprat. It was out of the question to bring power long distances because bauxite has to be worked cheaply. The railway would be a very great help, but we should need electric power and a good water supply.

503. *Mr. Drummond.*] Have you had the bauxite tested for its aluminium content?—Yes, by the Mines Department.

504. How does it compare with bauxite deposits in other parts of the world?—Very well.

505. At what could electricity be delivered here?—Dr. Page in a letter to me stated that he thought electric power could be supplied here from the Gorge scheme at 4d. a unit.

506. Would that be cheap enough?—Yes.

507. You are of opinion that if the railway, electric power, and water supply were provided huge deposits of bauxite could be commercially worked in this district?—Yes.

508. Are you satisfied that the American company has a genuine interest in the scheme?—Yes, from their correspondence with me.

509. I gather you are satisfied that the mineral deposits of this district are sound?—Yes. When I came here fifteen years ago someone said the mines would be finished in about five years. There is enough tin left in the Tingha district to last for many years. The reefs have yet to be worked. They go down to 175 feet and pinch out. The miner has no means to go any further. Tingha is a net work of reefs. The real quantity of tin here has never been proved.

510. *Mr. Travers.*] According to a graph handed in to the Committee the ore taken out of this mine amounts to 54,000 tons and the value to £3,568,000 or approximately £66 per ton. Those figures relate from 1875 to 1920. Do you think mining will continue in the Tingha district on those averages?—Mining here will go on for a good many years, but it will be on a more scientific basis. There is a dredge coming up now which has cost a good many thousand pounds. It is to bring the cost down to 6d. a yard which

will pay very well. It is a hydraulic suction plant. If I can do it at 8d. or 9d. a cubic yard it is good work. The general cost is about 1s. to 1s. 6d. You do not get that for your tin to-day.

511. Even if the price of tin comes down you will still be able to operate?—Yes, under different circumstances.

512. *Mr. Drummond.*] What was the bauxite analysis for aluminium content?—The following is from a newspaper extract:—

An officer of the Mines Department has inspected the deposit of bauxite clay in the Inverell district and has secured samples for analyses. The percentage of free alumina obtained in the six analyses made from picked deposits varied from 31.84 to 57.00 per cent.

John Braissett, miner, Tingha, sworn, and examined:—

513. *Chairman.*] Have you a long experience of mining?—I started mining in 1865, and have been at it ever since. I came to the Tingha field over fifty years ago. Up to the present something over 100 lodes have been proved to be very rich. They have been worked down to a certain depth. The granite cuts the lodes out at depths of from 20 to 100 odd feet. Many men argue that that is the bottom, but I say it is not. The formation still continues. When they hit the granite the tin is cut off, but the formation still continues. One of our noted geologists, Father Curren, some years ago spent some time on the field and pronounced it a second Cornwall. A few years ago Mr. Pittman, formerly Government Geologist, came here and inspected the field, and also expressed the opinion that the Tingha field was a second Cornwall. When we get through the granite Tingha will become one of the richest fields. We want a diamond drill to cut through the granite. There are three or four basalt leads to be opened up. One runs in the direction of Gilgai. We should develop the lode first as that is Tingha's main source of wealth. Tingha does not know its wealth in tin and silver.

George Thomas Whiteman, miner, Tingha, sworn, and examined:—

514. *Chairman.*] Do you in the main corroborate Mr. Braissett's evidence regarding the possibilities of this mining field?—Yes. On the Guyra road there is a reef from which about 120 tons of tin was taken in twelve months. The best of the stone yielded as high as 18 cwt. per ton. That stuff was yielding 18 cwt. of tin to the ton. You can trace the lode into the town and probably further on.

515. What distance out is it?—About 2 miles. I sunk a shaft there 85 feet. I got a little Government aid and then went to 145 feet. According to geologists the main body of lode tin lay under a hard granite belt which would be from 100 to 500 feet in thickness.

516. Is it a fact that the possibilities of this district as a mining field cannot be properly gauged until a diamond drill has been used on it?—Yes. Sixty telegraph poles were recently taken from this district, and last week twenty more were obtained for the dam. Over one hundred have been obtained within a  $\frac{1}{4}$ -mile radius.

Garabaldi Welsley Browning, Tingha, sworn, and examined:—

517. *Chairman.*] Will you give the Committee your views regarding the proposed railway?—Yes. It is necessary to connect the north-western portion of New South Wales with the eastern portion. As the climatic conditions in both portions are different, the western part being subject to drought, we can grow different produce. The eastern portion is subject only to dry spells. Unless a man has railway facilities to get rid of his stock they must die during the drought. If possible three or four connections between the west and the east are necessary. Fodder is often required by the graziers who have great difficulty in getting it. It has to be brought *via* Werris Creek and Moree. That north-western district would



Witnesses—G. W. Browning, 28 May, and T. E. Sole, 30 May, 1923.

consume our fruit, potatoes, and vegetables if they could get them. Both Tingha and Inverell draw their potato supplies from Guyra. We have chaff coming here from the main line. Geologists say that the Conrad mine is the only mine in the world of the same formation as the Cornwall mine. They expect it to become another Cornwall. One reason why the mine closed down was because material had to be carried too far, including wood and coke. The Tingha district will grow both vegetables and fruit, but we have no proper market. We have tried raisins, for which the climate here is very suitable. A few currant vines have also been tried here. I believe both currants and raisins could be dried in this district. No irrigation

is necessary to grow grapes or other fruit here. In 1918-19 drought apples as large as you could wish to see were grown here. Fruit land at Stantthorpe is selling up to £30 to £40 per acre, yet you can get just as good land here cheaper.

518. *Mr. Drummond.*] Do cherries grow well here?—Yes. There are half a million acres of Crown land around Tingha, only a few thousand acres of which have been alienated. That land is in practically the same condition as it was when I gave evidence on a previous occasion. One hundred and fifty acres would be sufficient for a living area for fruit growing and some other things. From Inverell to Glen Innes there are basaltic ridges and agricultural flats in many places.

### WEDNESDAY, 30 MAY, 1923.

[The Committee met in the Council Chambers, Guyra.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. ROBERT MAHONY.

The Hon. JOHN TRAVERS.

WILLIAM CAMERON, ESQ.

FRANCIS MICHAEL BURKE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

BRIAN JAMES DOE, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Guyra to Inverell.

Thomas Edward Sole, auctioneer, Guyra, sworn, and examined:—

519. *Chairman.*] I understand you have some experience of the land?—Yes, I did about twelve years' farming.

520. How would you describe the country to be served by a railway from Guyra to Inverell?—There is some very good country and there is some not so good. It is good sheep country. There is good agricultural land at Stratton, Ollera, Tenterden, and Briar Brook. I consider the land to be generally more suitable for grazing with the exception of the first three holdings mentioned.

521. What advantage would the construction of the railway from Guyra to Inverell have over one from Glen Innes to Inverell?—Not much. The main thing is that a line from Guyra to Inverell would connect with the line from Guyra to Dorrigo.

522. I presume you have in mind railway connection with a port on the North Coast?—Yes.

523. What advantage would this district reap by being linked up by railway with the North Coast?—Such a line would open up a great deal of good country. At Ebor there is a very large area of good agricultural land which extends to Wongwibinda, 39 miles. Until you cross the Snowys the land is more suitable for dairying and fruit growing. It is rather rough country, but it is well watered.

524. Would such a railway give the people of the Inverell district a better market for their produce?—Yes, there would be an interchange of produce, including potatoes. Hay and oats are not grown on the coast to any extent. There would be a traffic in fat sheep and timber. At present our fat sheep have to go to Maitland and be retrucked up the coast. Wool and other products would be carried to Coff's Harbour direct if Coff's Harbour were the deep sea port. There is beautiful timber in the Dorrigo district, and in the Inverell district there is practically none. The further west you go the less timber there is both for building and fencing. On the coast millions of feet of timber are being burnt because it cannot be got to market. Regarding the proposed railway and the district to be served I have prepared the following statement:

**Formation.**—Basalt. Proportion suitable for agriculture, one quarter of the area.

**Suitable Crops.**—Potatoes, oats, wheat, corn, barley, hay, rye, peas, beans, pumpkins, millet, sorghum, and all root crops.

2607—E

**Average Yields.**—Potatoes 3 tons saleable, oats 36 bushels, wheat 20 bushels, corn 40 bushels, barley 40 bushels, rye 45 bushels, hay 1½ tons, peas, beans, &c., not largely grown, but grow to perfection. Turnips 20 tons per acre. Millet and sorghum grow prolifically.

**Living Area.**—14 miles east of Guyra, 10 miles north, 10 miles south, farms under 600 acres 42 farms, total area 10,712 acres, average area of each farm 255 acres. Five miles west of Guyra, 10 miles north, 10 miles south, 83 farms under 600 acres, total area held 21,067 acres, average area of each farm 255½ acres.

**General Statement.**—Potatoes considered main crop in the district. The quality and soundness is unsurpassed in Australia. Oats is the most largely grown grain crop. Wheat is not largely grown, but what is grown is of excellent quality.

**Dairying.**—The district is particularly suitable for dairying, practically every class of fodder can be grown most successfully. Compares more than favourably with any other part of the State, as land values are much cheaper than the coast and other parts. Artificial grasses of every variety grow to perfection, making the district more suitable for dairying than many other parts of the State.

Lamb raising can also be carried on profitably, owing to the growing of artificial grasses.

**Grazing.**—This district, on account of the richness of the soil, is more suitable for dairying, agriculture, and mixed farming, although the capabilities for grazing are very considerable. The outstanding feature as regards grazing is the fact that stock bred in this country have wonderful constitutions, are immune from diseases, especially tuberculosis, and are very keenly sought after by fatteners in other districts. The district is particularly suitable for fattening lambs on artificial grasses, and wool shows a handsome return per sheep, as the richness of the soil gives greater weight in the wool at slightly reduced prices.

**Carrying Capacity.**—On natural grasses, one beast to 5 acres, and one and half sheep per acre. On artificial grasses, one beast to 2½ acres, and three sheep per acre.

**Living Area.**—5 miles west of Guyra, 10 miles north, 10 miles south, there are twenty-four farms under 1,000 acres; total area held 18,256 acres. Average area each farm 760½ acres. Fourteen miles east of Guyra, 10 miles north, 10 miles south, there are thirteen farms under 1,000 acres; total area held 9,404 acres. Average area each



Witness—T. E. Sole, 30 May, 1923.

farm 723½ acres. The number of larger areas on the western side in the same radius holdings 1,000 acres and over, there are fifteen holdings held, total area 21,889 acres. Average area of each holding 1,459 acres. The number of larger holdings on the eastern side in the same radius, 1,000 acres and over, there are seventeen holdings held, 52,110 acres. Average area of each holding 3,065½ acres.

**Fruit Growing.**—All English fruits grow very well in the district because of the richness of the soil. It is better to grow fruit on the less valuable granite soil. Varieties that grow to perfection—apples, pears, plums, cherries, gooseberries, strawberries, raspberries, quinces, melons, and other fruits.

**General Statement.**—This district is generally suitable for mixed farming, the average rainfall is 32 inches, natural surface water is plentiful in all parts of the district and practically free from drought. Good water can be obtained on any land by sinking from 10 to 80 feet. Timber for building and fencing purposes is very scarce and we look to an adjoining district for our future supplies. Access to the coast for the poorer people who cannot afford to go to Sydney is urgently needed. A health resort for the north-west people is wanted.

525. How far would the agricultural country to which you have referred extend in the direction of Inverell?—Not very far. Five miles west of Guyra you enter a stringybark range suitable for grazing. At Kangaroo Camp, 28 miles from Guyra, there is some good agricultural land, but it is not very extensive.

526. Practically the whole of the land where 255 acres is a living area is within the influence of the existing railway?—Yes. The soil in the Ebor district is much better than it is round here. For potato growing it is especially suitable. They can easily grow three times the crop we can. Dairying would also be carried on at Ebor.

527. *Mr. Burke.* If a railway from Guyra to Dorrigo were not constructed, which is the better connection with Inverell?—It would be better to construct a railway from Inverell through Guyra to the coast, *via* Dorrigo. Glen Innes is only 42 miles from Inverell, so that not much of that country is not served.

528. Do you know the country along both proposed routes?—Yes. The best land is between Inverell and Glen Innes.

529. *Mr. Mahoney.* Would there be any increase in potato production in this district if the line were constructed?—Yes. The Ebor district would grow almost half the output of potatoes of Tasmania.

530. Whereabouts in the Ebor district is the good timber to be had?—At Marango there is quite a lot. That is 12 miles north-east of Ebor.

531. Would there be a fair market for coastal timber west of Guyra?—Yes. The construction of the railway would affect stock as far out as Mungindi, which could be travelled to the coast in bad times.

532. *Mr. Travers.* How far west of Inverell does the agricultural country extend?—About 28 miles. The Tingha district is a great fruit and vegetable place. On the eastern fall there are large undeveloped mineral deposits. Both tin and gold are there. You can get tin almost anywhere out there.

533. What area of land in this district is under potatoes?—Between 6,000 and 7,000 acres.

534. Is it mostly on the western side of Guyra?—Yes. The farmers grow potatoes and oats. We used to grow as much as 45 bushels of wheat to the acre, but we could not harvest it as they do on the plains.

535. Is there fairly good potato country 10 miles west of Guyra?—Yes.

536. How far on the eastern side does the potato country extend?—As far as Wongwibinda.

537. Would you expect to get as good results from the country 14 miles east of Guyra to Ebor as you would from Guyra to that point?—Yes, although the land is not deep red soil. Potatoes grown on red soil are more saleable

than those grown in light soil. Sixteen or 17 miles out you run into light soil, and until you come within 2 or 3 miles of Ebor, when you enter red soil.

538. Is the Ebor country better than the Guyra land?—Yes, for potatoes.

539. What is a living area 14 miles out to Ebor?—Not less than 500 or 600 acres. At Ebor about 50 acres on the good land.

540. Is there much traffic between Guyra and Inverell?—Not a great deal.

541. Where do most of the potatoes grown in the Guyra district go to?—Queensland.

542. Do they find a local market?—Maitland takes a certain quantity of seed potatoes for the northern rivers.

543. Is the quantity going to Queensland very large?—Yes, a big percentage goes there.

544. Would a line from Guyra to Inverell affect the trend of traffic in that way?—I do not think so, because there are not enough people in the west to consume such a great quantity.

545. Would a line from Guyra to the coast alter the trend of traffic?—No, Queensland can take the bulk of the stuff grown.

546. Are better prices obtained in Queensland than in Sydney?—Yes, our price here is usually on a par with the Sydney price.

547. Do your potatoes go to Brisbane?—They go as far as Rockhampton. From 20,000 to 30,000 tons are grown here annually.

548. Is the tendency here to put more land under cultivation?—Yes, pretty well all the old farms are on the western side in the volcanic soil.

549. Generally you support a railway from Guyra to the coast on the ground that it would develop the intermediary country and open up new markets for the Guyra produce?—Well, we can dispose of our produce, but I suppose we could dispose of more if we had the coastal connection. There are thousands of acres of agricultural land here not cultivated.

550. Why are not more potatoes grown here for the Queensland market?—This is only a small district.

551. *Mr. Drummond.* Would you say that the country east of Guyra is better for settlement than that to the west?—No, only portions of it. I think it is more suitable for small farming on the eastern side. After you pass the Stringybark range 5 miles out on the west you enter some good land suitable for closer settlement. There is some of the best land in New England out there.

552. Should the Committee regard a railway from Guyra to Inverell as complementary to a connecting link with the North Coast?—Yes, from a national standpoint. We want to be able to run our stock from the west to the coast quickly.

553. If a railway from Guyra to Dorrigo were built is there much land along the route suitable for small settlers?—Yes, good land.

554. *Mr. Doe.* What proportion of the 250 acre farms to which you referred would be suitable for potato growing?—One-quarter. That land is worth from £5 to £6 per acre.

555. What is potato land alone worth?—We have sold it with all improvements up to £36 per acre.

556. Would you say that the Ebor country would produce 9 tons of potatoes to the acre?—Yes, it is very rich land. Compared with that soil, a lot of poor soil is cultivated here.

557. Do the potato crops here suffer from frost?—No, except the early crops.

558. Do you think the line would become a paying one before long; a very large deficit is estimated by the railway Commissioners?—Yes, I consider that it would develop itself like any other line. It would develop the country. When the Main Northern line went to Guyra this place was only a cattle station. Now we have about 2,000 people within a radius of 2 miles. Thirty-nine years ago there was practically no one here.



Witnesses—T. E. Sole, and H. F. White, 30 May, 1923.

559. *Chairman.*] Do you consign goods by road from Guyra to Inverell?—Yes, potatoes and chaff. Tingha has bought all its chaff about Ollera and Tenterden this year.

560. What are the rates?—About £3 per ton from Guyra to Inverell, but very few carriers will take it on because it is not permanent.

561. Do you get any Inverell wheat?—No, we get our wheat from Tamworth.

Harold Fletcher White, grazier, Bald Blair, sworn and examined:—

562. *Mr. Drummond.*] What area do you hold in this district?—My father, my brother, and myself hold 43,000 acres of freehold land. It is situated 8 to 25 miles due east of Guyra. The route of the proposed railway to Dorriggo goes through the middle of it.

563. Do you support the proposed railways from Inverell to Guyra and Guyra to Dorriggo?—Yes.

564. What reasons do you advance for the construction of those railways?—New England is essentially a breeding district. The hotter districts look to New England for young stock. The tableland, because of its cold climate, tends to produce a hardier and more robust type of stock. Messrs. McKinnon Bros., of Victoria, buy great numbers of stock in New England, and truck them to Victoria at enormous cost. I have known them pay £2 17s. 6d. per head more for cattle in New England. This tableland country is wonderfully free from drought. It is natural relief country for the western districts. But the difficulty in getting cattle here is very great. The stock routes are inadequate, and do not carry enough feed. During the last four years large numbers of stock have passed through this district to the coast, which carries some thousands of cattle. The loss along the routes is very great. The railway would be of great assistance in the removal of stock.

565. Do you consider that the land between Guyra and Dorriggo is suitable for closer settlement?—Yes.

566. Have you carried on farming operations?—Yes, I have five share farmers, and have done a considerable amount of farming.

567. What area are they cultivating?—They get as much land as they can work. They are working from 80 to 100 acres.

568. Is that sufficient on which to make a living?—Yes, it is quite enough as regards production, but they have just about held on up to the present. They have not done as well as they should have done. I attribute that to our distance from natural markets and to the high freights they have to pay.

569. What are they growing?—Potatoes, oats, wheat, and corn.

570. What is the principal product out there?—Potatoes, with oats as a spell crop.

571. What is considered to be an economical distance to cart produce to the railway?—Not more than 10 miles.

572. In the event of the proposed railway from Guyra to Dorriggo being constructed, would you be willing to subdivide your property, and do you know of other land-owners who are prepared to do the same?—I have spoken to my father and brother on that matter. We ourselves would sooner not subdivide. We would sooner deal direct with the Government. We should be prepared to accept part cash and part bonds. Personally, I should be prepared to accept 25 per cent. cash and bonds. We should only ask the current rates at which land is selling, and we should not consider ourselves entitled to an enhanced value owing to the building of the railway. I would like to maintain 5,000 acres for my own home and stud which we established.

573. What is a living area in the Aberfoyle district?—For farmers from 200 to 300 acres, where there is a proportion of farming and a proportion of grazing land. A farmer must have enough land to maintain his horses and

a few cows. As a grazing and farming proposition 640 acres, and as a purely grazing proposition 1,280 acres, would be required.

574. Is any of that land suitable for dairying?—Yes, it nearly all carries a proportion suitable for fodder crops.

575. Would a 640-acre block be suitable for dairying?—Yes.

576. What of the 200 to 300 acre blocks?—In the basalt country one quarter would be suitable for farming. The basalt country is suitable for mixed farming. It carries about 25 per cent. of ploughable land. From a national standpoint the Inverell-Guyra-Dorriggo railway must serve the whole of this northern area. We must give due consideration to the problem of absorbing a large number of immigrants from overseas to build up our young nation. To absorb a large number of immigrants and to develop our country we want markets, which are of two sorts—home consumption and overseas. For extensive increase in production we must look for export markets. Home consumption does not reap wealth. The real wealth factor in production is the exportable surplus which gives us credit overseas. We want a seaport on the North Coast, which is one link in the transport chain to our market. We want to create centres of home consumption close to the producer, so as to reduce the cost of haulage to the producer and the cost of transport to the consumer. We also want manufacturing centres in the country to deal with our primary products. The question of defence is also important in connection with these railways. A line from Inverell to Guyra and from Guyra to Dorriggo and Coff's Harbour would assist in that purpose. It would serve the whole of the New England tableland and the western hinterland, and connect that part of the State with the coast. Such a railway would be fairly equally situated between Armidale and Glen Innes, which are large centres of population. The distance from Guyra to Sydney is 387 miles, and from Guyra to Coff's Harbour from 140 to 160 miles. A railway from Guyra to Coff's Harbour would thus reduce our haulage considerably. In my opinion, Coff's Harbour compares favourably with other deep-sea ports I have seen, including Durban, Capetown, and Colombo. A prominent engineer has expressed the opinion that enough electric power can be generated at The Gorge to supply the whole of our needs. Timber is another important factor. All our towns on the tableland and west are handicapped for want of building timber. At Armidale it is impossible to get a house. I have heard of people having to go to other towns to live because they could not get accommodation at Armidale. Unless we have cheap transport we cannot hope to absorb the type of population we want. The proposed Dorriggo railway would pass through some of the finest forest country in the north. Production along the line would be uniformly good. There are no large gaps of unproductive land. There are no engineering difficulties from Ebor to Inverell. On the tablelands we grow produce that cannot be grown in the east or the west. We can grow any variety of fodder crops. Potatoes cannot be grown satisfactorily on the coast. The seed must be obtained from a cold climate. Large quantities of seed potatoes are sent from New England to the north coast via Maitland, by boat or by the north coast railway. Fruit production might become one of our staple industries, because we can grow fruit that cannot be grown in either the east or the west, and for which there is a big demand. The mining factor is important. Tingha would carry a large number of labourers if there were reasonable freights and facilities to get the ore away. At present freight there is prohibitive, and work cannot be carried on. Rockvale mine has been worked for many years, and is being re-opened. New lodes are being worked.

577. *Mr. Drummond.*] Where is Rockvale?—10 miles south of Aberfoyle, which is 25 miles east of Guyra. That field, with a railway, will carry a very fair population. At Bear Hill and Kookrabookra 500 men were once employed, and I am assured by old miners that the best of



Witness—H. F. White, 30 May, 1923.

the field has not been worked. There is also a large extent of low-grade copper ore from 3 to 10 miles north of a line from Aberfoyle. When copper fell in price work there had to be discontinued. At present our wool is carried 387 miles to the seaboard. If that rail carriage were reduced to 150 miles it must be a great benefit to the wool industry. We must look overseas for a market for our surplus meat, and we must look for the export trade. It has been estimated by competent authorities that a beast trucked from this district loses 1 cwt. by the time it gets to Sydney. It is a loss not so much of weight but of the cream of the meat. It is the juices and the fats that make meat palatable. If our stock could be marketed closer the meat would command higher prices overseas. Another important thing is the creation of country industries. With hydro-electric power much of our wool could be manufactured into articles in country centres, and our hides could go to those centres to be made into articles of commerce. All the produce from this northern area is being carried to our large centres, the effect of which is congestion. Produce is held up along the line, and the farmer cannot realise on it. Wool is held up. That congestion retards development of the country. Producers would have the advantage of a reduction in the cost of haulage. For potatoes in truckload the freight per 100 miles is 1.38 of a penny; 200 miles .865 of a penny; 400 miles .532 of a penny; and 500 miles .456 of a penny. Our produce is being carried a long distance at a quarter the freight of the short distance. If we can reduce the haulage by 100 miles or more, as we should if the line were constructed, it is going to increase the revenue to the railways, and it will decrease the cost to the producer. At present we are paying on too much long haulage, our revenue is decreasing, and the cost to the producer and consumer is increased. The proposed railway to Dorrigo would make a tremendous difference to our railways. It would make a non-paying line pay. That is because of short haulage as against long haulage, although the length of the Dorrigo proposal is about 85 miles and the estimated cost of construction is about £1,500,000, the line taps a huge hinterland of rich country suitable for closer settlement. On the Tenterfield-Casino line the hinterland is restricted. At the end of the line there is a less suitable port, and the country lacks hydro-electric power that is a feature of the Guyra-Dorrigo line.

578. Having had considerable military experience, what in your opinion is the value of the proposed railway from a military standpoint?—It is very considerable. Our defence of Australia must be a coastal defence. Coff's Harbour is fairly central between what must be our two nearest bases—Sydney and Brisbane. Our main railway, being so near the coast, is vulnerable and would be attacked. We must have a connection from the main line with the less vulnerable towns. A line from Guyra to Coff's Harbour would serve that purpose. We should require to have our base inland, and it must have an outlet to the rear, and this line would serve that purpose. Any other line under consideration would not serve the purpose so well, and it would not be sufficiently central. Coff's Harbour would become the centre of defence between Sydney and Brisbane for the launching of submarines, destroyers, and aeroplanes.

579. Regarding wool, you have in view direct export, rather than the establishment of a selling centre on the north coast?—No, if we had direct communication with the seaboard, say at Coff's Harbour, I believe a selling centre would be established there.

580. Do you believe a selling centre would be established at the terminus of the line?—Killing centres would be established on the line.

581. Would western stock be trucked across to that killing centre rather than southward to the big killing centre at Sydney?—Yes, undoubtedly, because the distance is so much shorter, provided there were an outlet on the north coast.

582. Do you consider Coff's Harbour is superior to Byron Bay as an overseas port?—Speaking without expert knowledge I should say yes, and money is being expended at Coff's Harbour.

583. Is the Commissioner's estimate of £250 per week revenue on the proposed railway, in your opinion, a fair one?—No, I think it is far too low. The revenue from timber alone would be considerable.

584. *Mr. Doe.*] How much of your 43,000 acres is suitable for agriculture?—I cannot answer that on the whole. About 10,000 acres of basalt country would carry 25 per cent of agricultural land. The remainder would carry 15 per cent. of such land. That land is improved in so far as it is fenced, and the timber has been killed. It is subdivided into two blocks by a rabbit-proof fence. From a grazing standpoint it is fully improved, and the water supply is adequate.

585. Would it cost much to bring the cultivable land to production?—About £2 to £3 per acre to make it fit for the plough.

586. Is much of that land suitable for dairying?—Any of it is.

587. Would there be a big traffic in seed potatoes to the coast?—Yes, and in ordinary potatoes.

588. What is being mined at Rockvale?—Silver and gold. I was assured by practical men that if the freights were suitable the field could be worked profitably.

589. *Mr. Travers.*] Does your 25 per cent. of agricultural land apply to the whole area?—No. There is an area of country to the north which is only suitable for grazing and which will not stand improvement.

590. Is the better agricultural land on the south side?—Yes, the basalt country, as you go east, works to the south.

591. You mentioned 1,280 acres as being a living area in your district for grazing. Does that apply to the whole area?—No, it is too large for the whole area. Except for the poor country I mentioned, there is a very small extent of land that will not carry that. A very large area will carry 640 acres from a purely grazing standpoint.

592. How many sheep could a man run on that?—About a sheep to the acre to a sheep to an acre and a half. Not much country would go below a sheep to an acre and a half.

593. How many sheep are you carrying on your 43,000 acres?—Up to the present it is purely a cattle place. It carries a beast to 6 acres on the basalt country and a beast to 7 acres on the remainder.

594. *Mr. Cameron.*] That would be equal to a sheep to the acre?—Yes.

595. *Mr. Travers.*] Does any of your wool go to Queensland?—No.

596. *Mr. Cameron.*] Can you tell me where in any part of the world there is a naval base in an open roadstead?—I do not know of any. My knowledge of ports is limited to what I saw when travelling overseas with the A.I.F.

597. You did not see a naval base at Durban, Capetown, or Colombo which are open roadsteads?—No.

598. Would you compare Coff's Harbour as a naval base with Port Stephens?—No.

599. It would be fair to assume that if a naval base were established on our coast north of Sydney it would be at Port Stephens?—Yes, but for aeroplanes and submarines I would say that Coff's Harbour would be adequate.

600. Seeing that there is so much finance attached to the export of wool would not most of the wool have to go to Sydney to be dealt with?—No.

601. Why are not wool sales carried on at Newcastle?—Because facilities have not been provided to make it a selling centre, and it is too close to Sydney. Having got to Newcastle, the freights are so arranged that it is just as cheap to send wool to Sydney.

602. Have the wool growers of this northern and north-western district made any strenuous effort to create wool sales at Newcastle?—No, but there has been a movement to create a selling centre somewhere in this area for wools



Witnesses—H. F. White, A. W. Everett, and L. P. Dutton, 30 May, 1923.

that come in at a period different from the wools of the remainder of the State, and wools which are more sought after. If there were a harbour on the North Coast for overseas trade northern growers would make every effort to create a selling centre there.

603. The buyers would have something to say about that?—Yes, but I fully believe they would go anywhere if a sufficiently large quantity of New England wool were made available under right conditions.

604. It is reasonable to suppose that wool would go where the buyers were. It would cut both ways?—Yes, but Brisbane has established a wool centre and at first wool buyers were dubious about going there.

605. Is that due to the fact that Queensland, which was a cattle country, has to a large extent become a wool producing State?—Yes, that would have some effect. But there is such a high class wool industry in the district that is served by the proposed railway that we could, more or less, dictate to the buyers, and they would have to come to us. There is a shortage of wool, and we are in the position of being able to dictate to them more than they can dictate to us.

606. It is not every wool grower who is in the fortunate position to be able to dictate to the buyer. Generally the boot is on the other foot?—To a large extent, but the wool industry in this northern district is very strong, and I venture to assert that if the line is built and there is direct outlet overseas through a port on the North Coast we shall get the buyers. The northern wool growers are unanimous that we should establish a selling centre in New England whether we get the line or not.

607. Do you not consider that financial reasons would compel wool to be sent to Sydney?—Not in most cases.

608. Would you say that the bulk of the wool produced in New England would not be affected by financial conditions?—Yes, the type of our wool is an answer to that. We produce the highest class wool in Australia. It commands a more ready sale and freer competition than any other wool. It is a fine wool, which the world is short of at present.

609. Has there been a serious effort on the part of the graziers to create a killing centre on the North Coast?—No, because we have no access to the coast. The Ramornie Meat Works has been going for a number of years, but supplies are not available because of the distance to go and lack of facilities to get there.

610. Why has not some effort been made to go to Newcastle?—Well, there is so little difference in freight between Newcastle and Sydney that it is better to send to the centre of consumption. Freights are so arranged that it is no cheaper to land at Newcastle.

611. What about Aberdeen?—Freights operate against Aberdeen. They should have a concession so that they can carry on.

612. *Mr. Drummond.*] From a military standpoint do you consider that the proposed railway from Guyra to Dorrigo should be constructed so as to form a connecting link between the west and the coast?—Undoubtedly. Our railway system does not lend itself to defence.

Arthur William Everett, grazier, near Guyra, sworn, and examined:—

613. *Mr. Travers.*] Where is your property situated?—About 12 miles west of Guyra. I hold 5,000 acres. Ollera was taken up in 1838. We have run as many as 30,000 to 40,000 sheep. The land has been selected and my block is part of the original holding, which comprised 100,000 acres. From 80,000 to 100,000 sheep are now run by thirty settlers. On the property there is some very good farming land, including some black soil flats good for oats. Not much farming is done at present, settlers growing enough only for their own use. Thirty years ago there was practically nothing at Guyra. We used to run our cattle up here. Present development shows what the railway will do.

614. Is any portion of your 5,000 acres suitable for agriculture?—Yes, pretty well 1,000 acres. There is some very good potato land and the black flats are good for oats.

615. Is 12 miles too far to profitably cart produce to the railway?—Yes, although you can do it with potatoes if you get a good price. The haulage rate from my place to Guyra is £1 to 30s. per ton.

616. What has been your yield?—About 3 tons to the acre. Of oats you get about 30 bushels.

617. I understand that about 3,300 acres is a living area in the district?—It is quite enough. Graziers carry about one sheep to the acre. A man could live on less than that.

618. What would be a fair grazing area?—About 1,500 acres.

619. How would you describe the country halfway between Guyra and Inverell?—About 20 miles from Guyra there is fair farming country and then you enter rougher country as you approach Tingha.

620. Is this district good relief country in drought time?—Yes, as a rule a great number of sheep come here from the west in drought time.

621. Would you expect better results from a line from Guyra to Dorrigo than from a line from Guyra to Inverell?—Yes.

622. How far from the railway is it profitable to grow potatoes?—12 miles if you can get £7 per ton. About 200 acres above Guyra would be sufficient for mixed farming.

623. What would that land be worth per acre?—£4 to £5.

Leslie Phillip Dutton, grazier, Erandangie, near Guyra, sworn, and examined:

624. *Mr. Cameron.*] What are your opinions regarding the proposed railway?—I believe that it should be built as it would provide facilities for transport to the coast. A line from Guyra to Dorrigo passes through better country than would a railway from Glen Innes to Grafton. You have only one junction at Guyra. If you go from Inverell to Glen Innes you have two junctions and it is a more expensive line to construct.

625. In your opinion the main service to be rendered by a connection between Inverell and the coast is to connect the north-western railway service with the coast?—Yes.

626. Are you acquainted with the proposed route from Guyra to Dorrigo *via* Ebor?—I know it as far as Aberfoyle. For 12 miles east of Guyra, on the southern side of the line, you run into a granite country more suitable for grazing. A basalt belt runs south to Rockvale Creek, and Brooklyn East of Armidale, which is heavy basalt country, 25 per cent. of which is suitable for farming. Many young cattle are reared in this district, which is essentially a breeding one. I believe no portion of New South Wales is as free from tuberculosis in cattle as New England. I have had only two cows destroyed as suspects in thirteen or fourteen years. I milk as many as ninety cows and my dairy herd is pure bred.

627. I gather that a connection between Inverell and the main northern line would give you the best service?—Yes.

628. How long have you been dairying?—Fourteen years on the share system. I send my cream to Glen Innes.

629. Have you difficulty in getting fodder in winter?—No; in the basalt country I have not known it fail.

630. Would there be an opening in the district affected by the proposed railway?—Undoubtedly. Farmers would grow corn and make it into ensilage at 8s. per ton. One ton of ensilage with a bit of ruffage would do for the winter. I milk about nine months of the year and spell for three months.

631. What does your share dairyman do when the cows are out?—He does some farming.

632. Has he any source of income during those three months?—No; the dairying industry is good enough to carry him over that period.

633. Is the land on which you are dairying better than the surrounding land?—No, although it is more highly improved. It would take a man a couple of years to put his land into decent condition.



Witnesses—L. P. Dutton, H. S. King, and R. Simpson, 30 May, 1923

634. Which is the more staple industry in this district—dairying or potato growing?—It depends largely on the individual. Many men do not like dairying because it is a continuous drag, while potato growing is not. Dairying is more staple because you get your monthly cheque. For potatoes you only get your cheque when you send to market. An immigrant came to me nine or ten years ago. Last year he left me and bought his own farm for £1,400. When he arrived here he started contract fencing with me. When finished he had about £20, which was all he had in the world. In seven years he has been able to purchase a farm. His total area is 60 acres, with the right to run his draught horses in the sheep paddock. He is a thrifty, careful man and understands farming. As a share farmer he got two-thirds and I got one-third. I supplied the seed and ploughs and harrows for the first year. He left me with a waggon and six horses. Other men have done similarly in the district. Practically no manuring is done. Two or three farmers who have manured their soil have done well.

635. What is the value of potato land in the district?—£10 per acre if it is good ground. There is land worth more than that and other land worth not as much.

636. What is the carrying capacity of the land for sheep?—In the basalt country over one sheep to the acre if you keep your ruffage down.

637. *Mr. Burke.* Is the land suitable for lucerne growing?—No, except on some isolated areas. I can grow it, but as a market proposition the land is not suitable.

638. What area have you?—7,000 acres freehold. I have five tenant farmers. We farm about 300 acres on the place every year.

639. *Mr. Doe.* Would there be any large trade besides the potato trade if the line were built?—There would be a traffic in sheep, fodder, stock, chaff, and corn. On the experimental plot on my place 69 bushels of corn to the acre have been grown.

640. *Mr. Drummond.* If the proposed railway were constructed to Dorrigo and the line were continued to the coast would stock from southern Queensland come by rail?—Yes, from as far out as Goondiwindi. Between 5,000 and 7,000 bales of wool leave Guyra yearly for Sydney and Newcastle.

Hulton Smythe King, farmer, Llangothlin, sworn, and examined:—

641. *Mr. Mahony.* What is the size of your farm?—365 acres freehold, and I have adjoining 405 acres of C.P. There are great fruit-growing possibilities between Inverell and Tingha. A large proportion of the land between Tingha and Guyra is suitable for grazing and some is suitable for fruit. About Ollera there is some fine country, but it is too far from the railway. With railway facilities it could be used for dairying in small areas. It is ideal country for mixed farming, and, in parts, for potatoes.

642. Is the land generally within the influence of the proposed line from Guyra to Inverell as good as yours?—No. I am dairying and I have some sheep. I also grow potatoes, but I am only 2 miles from the railway.

643. Do you know the Tenterden district?—Yes, it is suitable for mixed farming. At present it is all under sheep.

644. What would be a decent living area there?—400 or 500 acres if it contained a proportion of arable land. A line from Inverell to Guyra would be practically useless unless we had a railway direct to the north coast so that we can carry on an interchange of products. The present cost of transport is too high. A potato farmer on the coast probably has to pay £30 per ton for his seed.

645. What area had you under agriculture?—214 acres. I have 20 acres of corn in this year which is really an experimental plot. I also have 60 acres under potatoes, but the yield has been poor owing to the bad season. I have two share farmers. My yield would not be more than 30 cwt. of saleable potatoes, which is under the average.

646. What area have your share farmers?—They are working the whole place. Personally I do no farming.

647. Do you consider Guyra is a better potato-growing district than yours?—No. I have averaged as high as 6 tons to the acre and have gone as low as 1 ton.

648. *Mr. Drummond.* Does much produce go from this district to the north-west?—At present much of our chaff finds a ready market there.

649. Do you agree that 90 per cent. of farm produce grown on the tablelands finds its way to southern Queensland?—No.

650. Where do you find your principle market?—In the north-west, a good quantity of potatoes goes to Queensland and to the coast for seed. It costs the North Coast farmer £20 or £30 per ton to get it.

651. Is the soil in this district specially suitable for small settlers?—Yes.

652. Are the farmers fairly prosperous here?—Yes, on the whole. Most of the cultivable land within 12 miles of the railway is already under cultivation. I think we have reached our maximum area under cultivation for potatoes within that radius.

653. Could you compete with Tasmanian growers whose potatoes are largely imported into this State?—Yes, but it depends upon the method adopted. We have not reached our maximum production. We are practically the only growers in the State who have potatoes to sell in large quantities. There would be all the outlet required on the North Coast if we had a railway.

654. *Chairman.* Is there a regular market for your chaff on the North Coast?—Yes, it is used there largely for feeding working horses.

655. *Mr. Doe.* Have you a large proportion of small potatoes?—Yes, too small for market.

656. How do you account for the small crop this year?—It is due to the drought. Up to a certain size the small potatoes are retained for seed. The balance mixed with ruffage makes good cattle feed.

657. How many crops of potatoes can you grow in succession?—A number of farmers grow them year after year with no thought of rotation. They may put potatoes in for four years and then throw the land over to oats.

658. Do the farmers keep pigs?—No, there is no bacon factory here.

659. I understand peas grow well in this district?—Yes. From 6 acres of peas two brothers made £240.

Robert Simpson, farmer, Guyra, sworn and examined:—

660. *Mr. Doe.* What area do you hold?—323 acres. I am growing potatoes mostly. My average yield for a number of years is about 2 tons of potatoes to the acre.

661. Where do your potatoes go?—Principally to the north-west and some to southern Queensland.

662. What area have you under potatoes?—50 to 60 acres. I generally rotate my crop with oats. I do not think many growers crop potatoes continuously. With the railway the Inverell people would have a much closer market in Sydney.

663. Does the country between Guyra and Dorrigo lend itself to closer settlement?—Yes, especially about Guy Fawkes. There is better potato land about that district than there is at Guyra. It is redder and deeper soil. I understand the average yield there is about 9 tons to the acre, but they have no means of getting their produce away.

664. What is the country like between Guyra and Guy Fawkes, starting 10 miles out?—There is a great deal of mixed farming country and some splendid grazing land. While we were selling potatoes at £5 10s. per ton they were selling at £20 per ton to Grafton and Tweed Heads.

665. What would you expect in the way of back loading if the railway were built?—Fruit, including bananas and oranges and other things. The Guy Fawkes and Deervale country is the best for closer settlement. 100 acres there would be ample for a living area at potato growing.



Witnesses—R. Simpson, and J. Wallace, 30 May; D. K. Telfer, 31 May, 1923.

666. What is the average value of potato land in this district?—I have taken as much as £100 worth of potatoes off an acre of land. I suppose the land is worth £15 per acre.

667. What is the average value of mixed farming land here?—About £5, but it depends on its distance from the railway. I am within 2 miles of the railway and I consider my place is worth £10 per acre.

668. *Mr. Burke.*] Do you consider the route from Guyra to Dorrigo is the best for a connection with the coast?—Yes.

669. *Mr. Drummond.*] Have you noticed any marked increase in farming activity in this district?—Yes, because more land has been taken up and there is more population.

670. Have your market prices improved in the last few years?—Yes.

671. Is the market in southern Queensland developing to any extent?—Yes, although I do not think it has increased much in the last ten years.

James Wallace, Postmaster, Guyra, sworn and examined:—

672. *Mr. Travers.*] How long have you been here?—A little over a year. I wish to give evidence as the representative of the New Settlers' League, which has selected me to go before the Committee in support of a line from Dorrigo to Inverell via Guyra.

673. How many settlers are there in the New Settlers' League?—Thirty or forty. The idea of the league is to recommend mixed farming in the country between Guyra and Dorrigo, but that cannot be done unless a deep-sea port, with facilities for the shipment of produce overseas, is established on the North Coast. The apple-growing industry in this district has been neglected. Experts recommend the planting of four or five varieties here. I have kept in my house for four months a case of apples taken from my own trees, and found hardly a bad one. The New Settlers' League believes that 100 acres between Guyra and Dorrigo is sufficient for a living area. About 10 acres of that area could be put under apples, which, if there were a port on the North Coast, could be profitably sent to the London market. We recommend

planting the Granny Smith, Jonathan, and Rome Beauty varieties, which have been proved to do well on the northern tableland. Ten acres is sufficient to plant 900 trees. Fruit of all descriptions can be grown here, but there is no available market. We can grow better apples than the Tasmanian apples. Dairying can be carried on, too. California is one of the most prosperous States in America, due to its number of small landholders, and we could do the same. We believe that on every 100 acres judiciously surveyed along the route of the proposed railway, 25 acres would be suitable for farming and fruit growing. Wool from the west would go to Coff's Harbour for shipment.

674. *Mr. Travers.*] Does the name of your league indicate that there are a number of new settlers in the district?—Very few new settlers come here. The league was established by Sir Arthur Rickard with the object of advising the Government on settlement matters in the various country districts.

675. Are many apples grown on the tableland?—Yes.

676. Do you consider the present flow of traffic to Sydney handicaps the export of apples, as you suggest?—Yes, and the fruit exchange is a bigger handicap.

677. Has your league considered what would be the saving in freight on a line from the tableland to Coff's Harbour as against that by the existing railway?—Yes, it would be much cheaper by the proposed line, as the distance is so much shorter.

678. I understand that the policy of the New Settlers' League is to support the proposed railway from Guyra to Inverell, and from Guyra to Dorrigo, having regard to the establishment of a deep-sea port at Coff's Harbour?—Yes. From Glen Innes to Inverell there is rich land but it is black; it is not good potato-growing land. It is good straw land.

679. Do you favour a line from Guyra to Inverell rather than from Glen Innes to Inverell?—Undoubtedly.

680. *Mr. Doe.*] Are the apples to be seen in the shop windows here of local production?—No.

681. *Mr. Mahony.*] Do I understand that unless a deep-sea port were constructed at Coff's Harbour the proposed railway from Guyra to Dorrigo would be of no use to you?—My opinion is that it will be not of much use. A railway from Glen Innes to some point on the Clarence River would be of no use to us.

#### THURSDAY, 31 MAY, 1923.

[The Committee met in the Shire Council Chamber, Guyra.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.

BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Guyra to Inverell.

David Kennedy Telfer, shire engineer, Guyra, sworn, and examined:—

682. *Chairman.*] Will you give the Committee your views of the proposed railway?—Yes. A line from Guyra to Coff's Harbour would run mid-way between Newcastle and the Queensland border. It would be the best line for a connection to the north coast. If a line from Guyra to Dorrigo were built, it follows that the connection with the west should be from Guyra to Inverell. If a line from Glen Innes to Inverell were constructed, people coming from the west and north-west would have to change trains at Glen Innes and at Guyra, when travelling through to the coast by the Guyra-Dorrigo line. I have a large experience of the north-west, and know that people there for health's sake want to travel to the coast at various times. They can only travel there by train by going round by Sydney.

683. Do you consider that passenger traffic for health's sake would bulk largely in the revenue of a north coastal connection?—No, but in the north-west droughts are frequent and sheep have to be fed. The most profitable way of feeding sheep is with corn, which is grown on the northern rivers. To reach the north-west that corn has to be sent via Sydney or Newcastle. Wheat is not suitable for feeding sheep, as it is too small. Half a pound of corn a day with some roughage will keep sheep alive. Many people in the north-west cannot afford to send their sheep away for agistment. It would be cheaper to get produce by a line from the north coast.

684. What other traffic would you expect to materially benefit the railway?—There would be a considerable general traffic. Produce could be conveyed to the north-west much cheaper. All potatoes, butter, and other produce consumed in the north-west has to be carried there



Witnesses—D. K. Telfer, and G. A. Butt, 31 May, 1923.

via Newcastle. Most of that produce is produced on the north coast. It would mean a saving to the consignees. Between Inverell and Guyra there are several large black-soil flats, which are not cultivated because produce cannot be profitably sent to market. About Tenterden and Wandsworth there is some very good land.

George Albert Butt, storekeeper, Guyra, sworn, and examined:

685. *Mr. Dox.*] Have you resided long in the district?—Twelve or thirteen years. I support the proposal to construct a line from Guyra to Dorrigo.

686. Do you deal in potatoes?—Yes, they are marketed north and south and in Queensland. At present 60 per cent. goes to Queensland and 40 per cent. is distributed around here. They go to Sydney, Newcastle, and the North Coast.

687. Would a railway from Guyra to Dorrigo be of material advantage to the potato growers of this district?—It would change the whole position as far as the north was concerned, because we are considerably hampered by the long haulage, plus the high cost of transport. To reach Lismore and Casino produce from this district has to travel 387 miles by rail and 200 miles by steamer. By the proposed railway it would reach the North Coast in about 140 miles. People would prefer to deal here, but they are not prepared to pay the extra charges. Growers on the North Coast prefer New England seed.

688. What would be the traffic in seed potatoes between this district and the coast?—If we commanded the business it would run into 3,000 to 4,000 tons per planting. Last year we sent round over 500 tons and we had to meet all charges. Consequently that business was not as good to us as the Queensland business.

689. Would you expect a better price for seed potatoes if the railway were built?—Well, that is governed by the price of table potatoes.

690. Do you send away small potatoes for seed?—Small and large.

691. How does the price of small potatoes unmarketable for table purposes compare with that of seed potatoes?—It depends upon the variety. In some cases the small selected seed potatoes are dearer than table potatoes. Guyra is practically the centre of the New England district, and I look on the proposed railway not from a purely local standpoint. We want some scheme to create export markets for our produce. Sydney to-day is crammed. Everything goes there, and without direct railway communication we are in a hopeless position.

692. Have you serious difficulty in getting potatoes to Sydney?—Yes, it is an absolute nuisance. Supposing we truck on Tuesday, if we are lucky they may catch Saturday's boat, and if we are not lucky they may be held up for a week, for which we have to pay handling charges, and extra charges in and out. The district through which the proposed line would pass is beautiful and fertile, and the railway must tend to increase population. Our land is no use unless it has railway facilities. I could take you to a property 10 miles from Guyra that would accommodate 100 farmers. There are thousands of people on the North Coast who want our produce, yet we cannot get it to them reasonably.

693. Is there a possibility of the motor traffic being developed between Guyra and Coff's Harbour?—No, the roads are too heavy. Motor traffic can never compete with the railway. If it did there would be something wrong with the railway.

694. Motor traffic competes with the railway in places?—Only in isolated places. The construction of the line would tend to lessen congestion on the existing railway between Sydney and Newcastle, and would overcome many difficulties under which we have been labouring.

695. The estimated receipts from the proposed line from Guyra to Dorrigo are £13,000 per annum?—I think that is a ridiculous estimate. They would amount to much more than that.

696. If the receipts were only £13,000 per annum it would leave an annual loss of nearly £100,000?—That is ridiculous. In my opinion the line would become in a few years one of the best paying lines in the State. The passenger traffic would be exceptionally heavy. Receipts from that source would be much more than £13,000 per year. Car loads of people travel between Tenterfield and Glen Innes, and between Glen Innes and Grafton, every day.

697. Do you consider that the passenger traffic of the southern end of the tableland would equal that of the northern end?—Once the railway were constructed traffic on the northern end of the tableland would probably diminish considerably. You go far into the centre of the North Coast by the Dorrigo railway. Besides passenger traffic there would be traffic in produce, goods, and stock.

698. *Mr. Drummond.*] Is there a demand in the north-west and west for chaff and oats from this district?—Yes, always. We could sell everything we have here to-day to the north-west and North Coast if we could get it there reasonably. It pays them to buy in Sydney at present.

699. Have you inquiries from the north-west for fodder and what quantities are asked for?—We could sell about 200 tons of chaff to the north-west from Guyra. That is the normal demand.

700. What would be the increase from there as a result of droughts?—It would be colossal. This part of the State would send over 1,000 tons of chaff a month.

701. Have you much demand from southern Queensland for produce?—No, although we do from Brisbane. Sometimes we have heavy inquiries from there.

702. Does it pay you better to send there than to Sydney?—Freight is dearer to Brisbane than to Sydney or Newcastle.

703. Do you think the coast would become an active competitor with Brisbane and south Queensland for your produce?—Yes.

704. Would the tendency be to divert produce to the coast rather than to Brisbane?—Yes, a great deal would be diverted there.

705. Have you reason to believe that produce from this district to Brisbane goes back to the North Coast?—Well, Brisbane ships every week to the Tweed River.

706. Do you know whether any move has been made in this district to stabilise industries by the manufacture of power alcohol?—It has been discussed.

707. Does the Ebor country compare favourably for potato growing with the Guyra country?—About Guy Fawkes the land is equal to any about Guyra. They are growing splendid potatoes on Aberfoyle.

708. *Mr. Burke.*] What is your opinion of the land between Inverell and Glen Innes?—It is very nice country.

709. What effect would the construction of a railway between Inverell and Glen Innes have on the proposed line from Guyra to Dorrigo?—It would benefit this district.

710. *Mr. Mahony.*] Where is the land 10 miles from Guyra on which so many new settlers could be placed?—It is between Bald Blair and Brockley. It is one estate, but there are a lot of smaller estates there. Some of it is being farmed.

711. What rate do you pay per ton on potatoes to Sydney?—17s. 7d. To Brisbane it is 14s. 8d. to the border, and 18s. 10d. from there on.

712. *Mr. Travers.*] Considering that freight from here to Brisbane is nearly twice as much as it is from Guyra to Sydney, why do potatoes go there? Is Brisbane a better market?—Sometimes. Brisbane is largely dependent upon Victoria and Tasmania for potatoes.

613. Do you send potatoes to Brisbane because you get a better price, which more than compensates you for the additional freight?—That is one reason.

714. What is the difference in price of potatoes per ton in the Queensland market and the Sydney market?—I should say they are occasionally from £1 to £2 per ton higher in Brisbane. It is the law of supply and demand. Sometimes the Sydney market is better than the Brisbane



market and *vice versa*. We should always be able to send potatoes to the North Coast except at the end of the year. The population there is increasing and the consumption must be greater.

715. Do you think a line from Guyra to Dorrigo would have a marked effect in increasing the population of the North Coast?—Between the commencing point and the terminus of the line it would.

716. You have expressed the opinion that £13,000 per annum revenue for the line is a ridiculous estimate. Have you sufficiently studied the railway revenue returns to justify that opinion?—I have had over twenty years' experience of railway traffic conditions and freights. The line would pass through a thickly populated area and the best part of New South Wales. I cannot see how the returns would not be more than £13,000 per year. Passenger traffic would return more than that.

717. The Railway Commissioners' view is that two-thirds of the country along the Guyra-Dorrigo route is pastoral land and will remain so?—I am sure it is not.

718. *Chairman.*] What is the total tonnage of potatoes trucked at Guyra in a normal season, north and south?—Seven or eight years ago it ran into over 450,000 bags or over 30,000 tons of table potatoes. You can reckon on at least 25 per cent. in addition as seed.

719. Do you send potatoes from Guyra by road?—Occasionally they go to places like Tingha.

720. It has been stated that as you approach Guy Fawkes and Dorrigo you enter country of greater value for potato growing than any land around Guyra?—I suppose there is more virgin country in those parts than there is here. Guyra land has been farmed for more than half a century. In virgin soil you naturally get greater production.

721. If the Guyra-Dorrigo line were built what chance would the Guyra potato growers have of successfully competing with the northern river and south-eastern growers who have less distances in which to supply the same market?—I am not parochial. I do not worry about Guyra. Let the Dorrigo people get that traffic if they can. The railway must tend to increase our markets. We should lose a little in haulage, but if they absorb one market we should have another market.

722. Do you mean that the growers along the Guyra-Dorrigo line would be unable to supply the whole of that market?—I suppose we could not always supply it.

Thomas Neil Rae, grazier, near Guyra, sworn, and examined:—

723. *Mr. Travers.*] What is the area of your property?—1,058 acres. I have been in New England all my life, with the exception of seven years. As valuer for the Guyra Shire for fifteen years I have valued thousands of acres around here for probate purposes. From Bald Blair to Aberfoyle the land is very good for grazing, and there is a good deal of cultivation ground. There is any quantity of land there which will grow potatoes, but it is not all red soil. In some seasons it will grow a heavy crop of potatoes, while in other seasons it will not grow so much. It is a rather light soil.

724. Have you formed an estimate of the proportion of agricultural land there?—I should say one-third would be suitable for agriculture.

725. What is it like from Aberfoyle on to Ebor?—After you pass Aberfoyle and go through Kangaroo Hills the land is good for sheep and dairying, but for cultivation it is not too good there. It is good grazing country.

726. And from Ebor to Dorrigo?—About Ebor there is the best potato ground in the district, although it has not been worked as our Guyra soil has. The red soil is 10 feet deep in places. The Ebor country for potato-growing is better than the Guyra land.

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727. Is there a large area of that land around Ebor?—I do not think there is so very much. There are hills of red soil that will grow potatoes.

728. What would you say is a fair living area for mixed farming along the route of the proposed Guyra-Dorrigo line?—50 acres of good potato land, and with another 100 acres for dairying a man would be pretty comfortable.

729. What is a living area from Bald Blair to Aberfoyle?—200 acres for mixed farming.

730. How much for grazing?—500 acres.

731. What number of sheep would that carry?—I carried 800 sheep on 600 acres for three years.

732. How many sheep can be carried in the Aberfoyle country?—One sheep to the acre.

733. Would the same area do in the country from Aberfoyle to Ebor?—No. You would want a larger area. There is some poor land further on. It is a sort of mining country. In the Ebor district I have known 10 tons of potatoes to the acre to be grown.

734. What is the unimproved value of the land to be served by a line from Guyra to Dorrigo?—From 30s up—some 25s., and some £2.

735. What is the unimproved good agricultural land in the Ebor district worth?—Twelve years ago land there was worth about 35s. per acre, the unimproved value of which is now up to £3 per acre. There is some potato land there worth £10 per acre.

736. What would be the improved value of the land to which you have referred?—From £1 to 30s. per acre more.

737. Do you look to a connection with the coast for an outlet?—Yes, I think it would be a splendid line. In my opinion it would suit the whole country very well. I believe the Coff's Harbour connection is the best. From Guyra for about 12 miles west there is good agricultural land. Further on you enter cultivable and grazing land. Right on to Kangaroo Camp there is good grazing country. Much of that land will grow corn. Further on you enter tin-mining country, which is not so good. Many years ago you could have bought land here for 8s. per acre. You could have bought mine at that price, and I have refused £8 per acre for it.

Joseph McMullin, storekeeper, Guyra, sworn and examined:—

738. *Mr. Burke.*] Do you favour a railway from Guyra to Dorrigo?—Yes, through to the coast. It would pay to send potatoes and other produce that way to market, and there would be traffic in stock in drought time. Cattle are knocked about a good deal being driven on the road and some die. By the railway they could be conveyed to the coast in a few hours.

739. Do you know the route of the proposed railway from Guyra to Inverell?—Yes. For 15 miles this end there is first-class grazing land, a good proportion of which is suitable for agriculture. Some of it will grow potatoes.

740. What would be fair living area 12 miles out?—An industrious man could do well on 200 acres.

741. Do you think a filip would be given the mining industry round Tingha if the line were built?—It seems to me that want of water is the greatest trouble there.

742. What effect would north-western traffic have on the proposed line from Guyra to Inverell?—A tremendous one. There would be a direct route to the tableland, and the journey would be much shorter to the coast.

743. Would there be sufficient trade from the north-west to Dorrigo to make lines from Guyra to Inverell and Guyra to Dorrigo pay?—Yes, within a reasonable time. I believe there is land about Dorrigo superior to the Guyra land for potato growing.



Witnesses—J. McMullin, R. W. Youman, 31 May, and M. Morrison, 6 September, 1923.

744. What would be a fair cultivation area about Dorrigo?—On 50 acres a man could make a splendid living. 18 tons of potatoes to the acre have been grown there.

745. Is Guyra a prosperous district?—Yes, with fair seasons it is the pick of the lot.

746. Do you agree with other witnesses that with the construction of a railway from Guyra to Dorrigo you would find a market on the north coast?—Well, it depends on the seasons on the coast. Every season a good deal of produce goes from Guyra to Sydney and Newcastle to be shipped up the north coast. I have sent chaff to Murwillumbah through Newcastle.

747. Do you believe that a line from Guyra to Dorrigo is the best connection?—I believe it stands on its own by reason of the country through which it would pass, and I was reared on the land. There would be a good market in the north-west, not only for Guyra, but for Dorrigo, in produce and timber.

Robert William Youman, farmer, Black Mountains, sworn and examined:—

748. *Mr. Mahony.*] Do you support the proposed railway from Guyra to Dorrigo?—Yes. The country as far as Guy Fawkes is very suitable for agriculture. I hold 722 acres, and go in for mixed farming. The Inverell-Guyra-Dorrigo railway would give us a shorter route to dispose of our potatoes. At present we have to send them such a long way round to market. Our potatoes were once carried to Inverell by waggons, but not of late years. Now they go by train a long way round. I have had to pay 18s. 6d. a bag for chaff, when we were getting 3s. cwt. here.

749. Is there a market for chaff in the Dorrigo district? Yes, they grow no chaff there. We do a little dairying here, but it is not strong enough to start a pig industry. We used to have a butter factory at Black Mountain.

#### THURSDAY, 6 SEPTEMBER, 1923.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.

BRIAN JAMES DOE, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Guyra to Inverell.

Malcolm Morrison, Geological Surveyor, Department of Mines, sworn, and examined:—

750. *Mr. Burke.*] Do you wish to make a statement with regard to the mineral possibilities on the route from Guyra to Inverell?—Once you get away from the Tingha to Inverell district, there is not much mining apart from those two places. The line would travel over basalt country for about 10 miles towards Tingha. Then you pass on to granite, in which there are small veins of tin and patches of alluvial tin and deep leads scattered throughout that area right through to Inverell. Most of the surface alluvial in that part has been worked. There is practically nothing in mining on the way to Guyra until you get towards Tingha. Then you come into the dredge country and deep-lead country.

751. Is there not a gold proposition near Inverell?—There is a gold proposition about 50 miles out towards Ashford.

752. What are the possibilities of the Tingha field?—If the improved dredges which they are now putting up prove successful—as I think they will—the Tingha field will last for some considerable time.

753. Do you think the construction of a railway from Inverell to Guyra would stimulate the field in any way, or do you think it will go on just the same whether there is a railway or not?—The field will go on whether there is a railway or not. The railway would slightly cheapen their costs, enabling them perhaps to work their lower-grade ground. The field is not very good; it is a dying field.

754. If that is the case, I presume eventually it will not be much good to the railway from a revenue point of view?—If the dredges are not successful the life of the Tingha field will be very limited. They will produce material for the next forty years in a small way.

755. What do you consider the approximate life of the Tingha field?—It would depend entirely upon the amount of work done per year.

756. At the rate of work they are performing now?—In about the year 1900 it was thought that Tingha was practically settled as a mining centre. The dredges came in and revived Tingha. It is now at about the level it was in 1900. I think it will still hang on at the same rate as at present for another twenty years. There is always a chance of one or two of the deep leads around Tingha being worked and lasting for some years.

757. A witness at Tingha gave the following evidence:

Has mining shown any activity during the last four or five years?—Tin has dropped considerably and wages have risen. When the water scheme is completed hundreds of men will begin fossicking. This is the biggest fossicking field in the world.

What would that really mean: that they would simply fossick from place to place in anticipation of having a bit of luck?—That is all. Most of the men know that there are patches where they could get  $\frac{1}{2}$  cwt. or 1 cwt. of tin. That is likely to continue for the next forty or fifty years.

758. He also gave the following evidence:

Then the inference that the field is depleted is not correct?—It is not correct. The Chairman of Directors of our Company was here the other day. He went over the district with me, and was amazed to see such a field stagnant for want of water.

Do you think, if the water problem were got over in Tingha, it would develop in a more marked degree?—It is not the water problem that has held them up; it is the low price of tin.

759. The statement that it was stagnant for want of water, in your opinion, would not be correct?—No. When I was there they had plenty of water, but the dredges were all closed down. During the last twelve months there has been no water. Tin did go up fairly high, and one or two started; but they did not have water. During the last five years, however, it has not been the want of water, but the price of tin that has been the trouble.

760. You would not say that the Tingha fields would be a great acquisition to the railway if constructed?—No. Those big deposits of complex ore at Howell, between Tingha and Inverell, would be very close to the line. If they could get over the metallurgical difficulty of treating that ore, there would be a big tonnage of stuff there. The ore is very complex. It contains silver, tin, arsenic, and copper, and the problem of extracting them has not been solved. The ore is worth from £10 to £20 per ton.

761. Is ore of that description being treated in Germany at present?—No.

762. As far as the Howell ore is concerned, its future is somewhat obscure?—It is.

763. *Mr. Mahony.*] Do you know the Conrad mine?—I was referring to the Conrad and King Conrad mines at Howell.



764. Mr. Yule, in speaking of the tin fields, compared it with the Cornwall tin fields. What is your opinion on that matter?—If it were like the Cornish mines it would be worked at present. We have minerals there which they have not in the Cornish ores which preclude the possibility of their being treated.

765. Another witness said:

A few days ago Mr. Pittman, formerly Government Geologist, came here and inspected the field, and also expressed the opinion that the Tingha field was a second Cornwall.

—I am sure Mr. Pittman never expressed such an opinion.

766. That witness further said: "When we get through the granite Tingha will become one of the richest fields." He holds the opinion that the granite cuts out the lode, and that if they had a diamond drill to cut through it, they could test it. They hold the opinion that the ore would continue on under the granite?—We consider that the granite is bedrock, and you can bore till the crack of doom, and will not get out of the granite.

767. You think the lode is cut off when it reaches the granite?—No; the lode is in the granite itself.

768. Mr. Travers.] Mr. Symes, who described himself as a mining investor, gave this evidence before the Committee at Tingha:

What is the area of tin-bearing country in the vicinity of Tingha? 13 or 14 miles almost in every direction. We know that there is more tin in the Tingha district than has been taken out of it.

Something like £3,000,000 worth has already been won?—Yes, and there is more than that to be taken out. We have had men here for years investigating the whole thing. Those investigations have cost us about £5,000.

Would you care to express an opinion on that?—There has been £4,298,567 worth of tin taken out of the Tingha-Inverell district. With regard to the statement that there is more tin there than has ever been taken out, is rather a wild statement to make. I say that the field is certainly not worked out, and is likely to continue somewhere about its present level for some years to come. That would mean there will be a production of tin to the value of £5,000 to £10,000 worth a year.

769. Mr. Symes gave this evidence with regard to the Tingha field:

I can assure you that the Tingha field is twenty times bigger than the Cornwall field. This district has never been properly tackled. I know of no place in the world where there are such huge possibilities for tin-mining as there are in the Tingha district. I say that after eleven years of investigation, and my opinion is corroborated by the best brains we can employ.

Do you agree that there are very big possibilities in the future for tin-mining in the Tingha district?—No.

770. Can you say whether, in your opinion, the future of tin-mining in Tingha is such that the Committee could consider the output there would be anything like a valuable contributor in freight to the railway?—No, I do not think so.

771. Mr. Drummond.] Has no definite scientific attempt been made by the Department of Mines to test the Tingha field for deep leads?—Not beyond granting mining aid.

772. It has not carried out any tests?—No; we do not usually do that sort of work. We might test an area of ground.

773. Do you think the geological indications are such as to bear out the statement made by witnesses that the deep leads do exist?—We are certain the deep leads do exist there; but whether they contain values sufficient to warrant working them is another matter. That can only be demonstrated by sinking shafts and prospecting the wash. There is one thing I omitted to mention in connection with Tingha—that was in regard to the bauxitic deposits. There will be a possibility of those being worked in the event of a railway going through there, and that would mean a very big tonnage of stuff.

774. Mr. Beasley gave this evidence in regard to the tin-mining operations at Tingha:

Do you consider that the tin-mining industry of Tingha is worked out, or is the present slump in tin responsible for the cessation of operations there?—The country around Tingha has only been scratched.

Do you think that is a fair statement of fact in relation to the tin taken and with respect to the tin which might reasonably be expected to be left?—The commercial tin occurs in shallow alluvial ground, and miners commonly call that scratching. Most of the tin has been won from the alluvial ground 3 or 4 feet deep. In the way that miners use the term, that has only been scratched. The top is made up of concentrates of the denuded material from all around, hence it is richer than the main mass of granite itself.

775. Do you know the Howell silver-lead deposit?—Yes.

776. Mr. Beasley has a very high opinion of those deposits. He stated that, if rail transport were reasonably close, the big deposit there would be worked. Would you express an opinion as to how accurate that information may be?—There is a big deposit there; but it has yet to be proved that they can treat it economically. I think Mr. Beasley was manager of that mine for a time.

777. Was it regarded by the Mines Department as a very rich deposit originally?—Of that class, we would say it was a rich deposit; but it is a complex ore, and they have never been able to devise any means of treating it on a commercial basis.

778. That was largely the reason of the original mine being closed down?—Yes.

779. Has mining science found any means of effectually dealing with that?—Not up to the present.

780. One witness said he had made inquiries with regard to fluor spar, and the price quoted apparently indicated there was a demand. Can you inform the Committee whether there are deposits of any extent?—I do not know of any fluor-spar which would be of commercial value in the Tingha field. There are some deposits near Emmaville.

781. Would that be 8 or 10 miles to the north of Tingha?—No. The fluor-spar is essentially a mineral occurring in the granite, and would pass out of the granite in about 8 or 10 miles. I do not know of any fluor-spar in that district except at a place called The Gulf, to the north.

782. A mine manager of Tingha, referring to the bauxite deposit at Tingha, stated:

I have been interested in a very big bauxite proposition around Tingha. I took up 4,000 acres. That is nothing compared with the bauxite country in this part of the State. From a rough estimate I gather that there are over 200,000,000 tons of bauxite available.

From your knowledge of the deposits there, do you think that is a sound statement of facts?—The Department made an attempt to estimate the quantities of the bauxite available there, and we found that without very systematic prospecting it was quite impossible to make any estimate. In the first place you could not tell the area by looking at it. We got some samples which went up to 46 per cent. of free alumina. We had other samples which we thought were the same which only went up to 3 per cent. of free alumina. We had to give up the attempt to estimate the quantity.

783. Is it correct that there is a fairly large deposit of bauxite there?—It extends over a fairly wide area, but the deposits are very irregular. It has possibilities.

784. A witness, in giving evidence, said that as far as sending it in its natural state to the world's market was concerned, the cost would be practically nil, as it would go almost as ballast. Are you sufficiently conversant with transport conditions to express an opinion on that?—I do not think many ships go away from here in ballast now.

785. Mr. Doe.] Mr. Beasley made a statement at Inverell that "there is a very large quantity of ore in the Howell mine, but with the present rate of wages and the absence



*Witness*—M. Morrison, 6 September, 1923.

of railway communication it does not pay to work it. If we had reasonable transport facilities there would be traffic to and from the mine in coke, bullion, matte, and arsenic, to the extent of 10,000 tons a year." Do you know sufficient of that mine to say the railway would be likely to get anything approximating 10,000 tons of freightage to and from Tingha per annum?—The mine is big enough.

786. Under present conditions would it be a payable mine?—They have first to determine whether they can recover those metals and whether they can treat the ore. The mine was worked extensively when Mr. Beasley was manager. Wages were then very low, yet the mine closed down. One of our best metallurgists was manager at the time, and he could not make a success of it.

787. And he had considerable experience of the complex ore?—Not exactly that class of ore, but of ordinary sulphide ores. The tin with the copper was the trouble there.

788. Everything will depend upon whether they can treat the complex ore before they can state anything about the tonnage?—Exactly.

789. Under present conditions, and as far as metallurgical science has gone, looking at the matter from a railway point of view, we could not depend upon anything worth mentioning from that district?—I think there is very little doubt that the metallurgical difficulty will be overcome.

790. Mr. Beasley was asked:

How many men have you employed on the mine now?—About six. But about 1911 I had 600 there for a long time. . . . The Howell mine is not the only line of lode in the district. There are several lodes which it would pay to work, but it is a complex proposition. With the construction of the railway five or six mines in the Tingt district would start work. . . . There is no mine in Australia like the Conrad for quantity.

Can we depend on the Conrad mine as one which would be likely to give us any freightage for the railway;—does not the same difficulty exist in the Conrad mine as exists in the Howell mine?—I consider them as being the same.

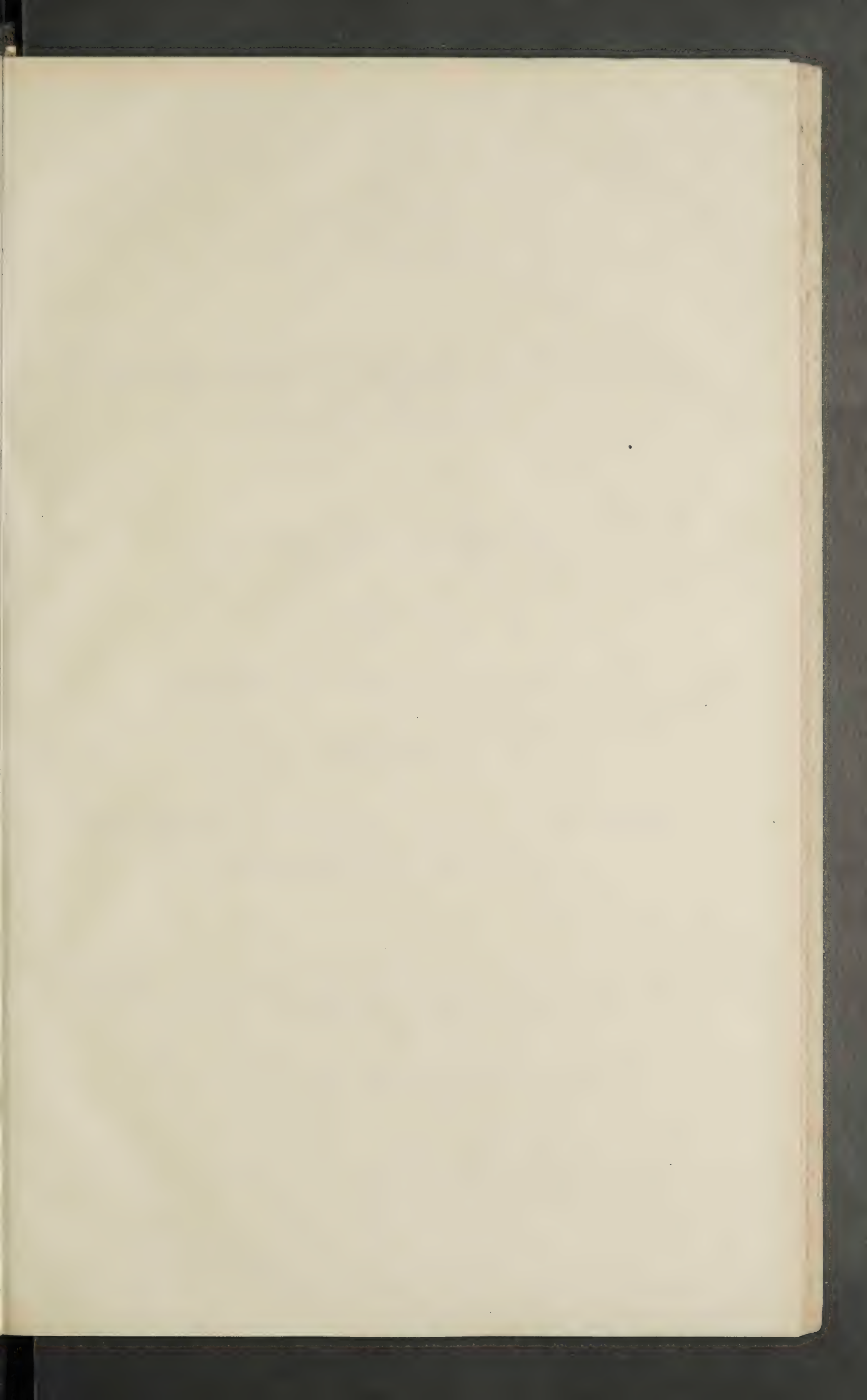
791. The fact of constructing a railway to those mines would not add anything to making freightage available from those mines, unless they could first discover a means of treating the ore commercially?—Exactly. A large body of ore has been proved there, and it awaits the finding of a means of economically treating it.

792. When that has been done, there will be a possibility of big freightage being obtained from those mines?—Exactly.

793. Is there silver there?—Yes.

794. *Mr. Doe.*] Have I rightly gathered that the nearer alluvial tin is to the surface the richer it is?—That has been so. All the surface material has been rich stuff. The tin occurs in pockets.











1924.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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PARLIAMENTARY STANDING COMMITTEE ON  
PUBLIC WORKS.

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REPORT

TOGETHER WITH

MINUTES OF EVIDENCE AND PLAN

RELATING TO THE

PROPOSED RAILWAY FROM JERILDERIE  
TOWARDS DENILIKUIN.

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Presented to Parliament in accordance with the provisions of the Public Works Act,  
3 Geo. V No. 45.

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## MEMBERS OF THE COMMITTEE.

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The Honorable JOHN TRAVERS.

The Honorable ROBERT MAHONY.

## LEGISLATIVE ASSEMBLY.

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BRIAN JAMES DOE, Esquire.

DAVID HENRY DRUMMOND, Esquire.

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# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## RAILWAY FROM JERILDERIE TOWARDS DENILQUIN.

### REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the Second Session of the present Parliament, under the Public Works Act of 1912 (3 George V No. 45), and the Parliamentary Standing Committee on Public Works Election Enabling Act of 1922 (13 George V, No. 19), to whom was referred for consideration and report "the expediency of constructing a line of railway from Jerilderie towards Denilquin," have after due inquiry resolved that it is expedient the proposed railway be constructed, with a deviation to the south, as shown in the plan accompanying the report; and in accordance with subsection (d) of clause 34 of the Public Works Act of 1912, report their resolution to the Legislative Assembly:—

#### INTRODUCTORY.

1. From the official evidence submitted at the opening of the inquiry, and also from a report of the Committee in 1916, it appears that a proposal to construct a railway from Jerilderie to Denilquin was considered in 1892, when the following resolution was passed:—

"That the Committee do not consider it expedient to recommend the construction of the railway from Jerilderie to Denilquin, as referred to them by the Legislative Assembly; but are of opinion that its consideration should be postponed until it shall be determined by Parliament that as a matter of public policy the private railway between Denilquin and Moama should be purchased in terms of the Denilquin to Moama Railway Act."

Subsequent agitation led to a further reference of the proposal in 1914, when the Committee, in their report presented to Parliament in 1916, again expressed the opinion that further consideration of the proposal should be postponed until the policy of the Government in regard to the purchase of the private line from Denilquin to Moama had been determined, and a decision arrived at regarding the recommendations of the Royal Commission on Border Railways for the construction, *inter alia*, of a line from Moama to Moulamein.

Both conditions mentioned have been met by the passing of the Border Railways Act, 1922. This Act, which came into force on 1st January, 1923, ratifies an agreement made between the New South Wales and Victorian Governments, under which Victoria is authorised to construct a railway on the 5 feet 3 inch gauge from Moama or any point on the Denilquin-Moama Company's railway between Moama and a point 1 mile north of Mathoura Railway Station to Moulamein and Balranald, and to secure the running rights over or to purchase the said Denilquin-Moama Railway.

After the submission of the Committee's report in 1916, the matter of railway communication with Denilquin appears to have been allowed to rest for some time, but in December, 1919, following on representations by deputations at Finley and Denilquin as to the necessity of railway communication with the Tuppall Soldiers' Settlement Area, the then Minister (the Hon. R. T. Ball) intimated his intention to

refer



refer to the Public Works Committee, when reappointed, the alternative routes to serve the Soldiers' Settlement, viz., Jerilderie to Deniliquin and Finley to Deniliquin. Subsequently the Railway Commissioners were asked to furnish a report on the two proposals.

With regard to the Finley-Deniliquin proposal (which is the subject of a separate reference), further representations were made from time to time by various local public bodies, and in May, 1921, the succeeding Minister (the Hon. J. Estell) stated in reply to local deputations at Finley and Deniliquin that he would refer the question of a railway from Finley to the Soldiers' Settlement Area and thence to Deniliquin to the Public Works Committee, and he felt sure that if the longer proposal were rejected that would not be the case with the Soldiers' Settlement line, as the construction of the latter would only be carrying out a distinct promise made when the land was cut up.

With regard to the statement that the construction of a railway was promised when the Soldiers' Settlement Area was being subdivided, the Public Works Department's papers have been examined and inquiries have been made at the Lands Department, but in neither case can any record be traced of such a promise having been made.

A deputation from various local branches of the Farmers and Settlers' Association urged construction of a railway from Jerilderie or Finley *via* the Tuppall Soldiers' Settlement Area in 1922, when the Minister (the Hon. R. T. Ball) pointed out that the matter would have to be submitted to the Public Works Committee, and he would see if he could submit it in such a way that evidence could be taken on both routes to enable a recommendation to be made either for a line to the Soldiers' Settlement or right on to Deniliquin.

Upon receipt of the Railway Commissioners' Statutory Report (referred to elsewhere), the Minister decided to refer the proposal to the Committee as now submitted, viz., from Jerilderie towards Deniliquin—a length of 25 miles—and at the same time also to submit the proposal for a line from Finley to Deniliquin, so that the two schemes (both of which will serve the Tuppall Soldiers' Settlement Area) could be considered concurrently and that recommended dealt with without involving further reference, as would be the case if the Jerilderie towards Deniliquin proposal were alone submitted and a recommendation made in favour of the other route.

The proposal was referred to the consideration of the Committee on 22nd November, 1922.

#### THE PROPOSED LINE.

2. The proposed railway commences at 412 miles 4 chains from Sydney, and at the end of Jerilderie Station site proceeds in a westerly direction between Coonong and Nowranie streets, and crosses Kennedy and West streets, and at 40 chains curves south-westerly and follows the northern bank of Algdugery Creek for about 5 miles. The line crossing this creek, continues south-westerly, passes about 5 miles south of the village of Coreen, and terminates at 437 miles 4 chains from Sydney. The works are light, with a ruling grade of 1 in 220; the sharpest curve is 80 chains radius."

#### ESTIMATED COST.

3. The estimated cost of the proposed line, with a length of 25 miles, a ruling grade of 1 in 220, and the sharpest curve of 80 chains radius, is £125,000, or £5,000 per mile. The estimate is based upon the cost of the line from Griffith to Hillston, which passes through similar country.

#### ESTIMATED REVENUE AND EXPENDITURE.

4. The estimated annual expenditure includes £5,600 for working expenses and £6,875 for interest at  $5\frac{1}{2}$  per cent.

The estimated revenue is £7,000, leaving a difference of £5,475.

#### RAILWAY COMMISSIONERS' REPORT.

5. Reporting on the proposal on 10th November, 1922, the Railway Commissioners state that within a distance of 10 miles of Finley, 34,695 acres of land



land were purchased by the Government in 1910 for closer settlement purposes, and disposed of in eighty separate farms of an average value of £2,016 7s. 6d., and that in 1917 a further purchase was made by the Government of 23,434 acres, upon which forty returned soldiers were settled, the average value of the farms being £2,494 10s.

The Commissioners do not favour the proposal to serve the area indicated by the construction of a line from Finley to Deniliquin, as the proper connection of Deniliquin with the New South Wales railways should be made *via* Jerilderie; and as such connection would serve the area under review it is considered that if railway facilities are to be given it should be done by constructing 25 miles of the proposed Jerilderie-Deniliquin line, which will form part of the through connection that will undoubtedly be wanted later on.

## THE AREA TO BE SERVED.

### GENERAL DESCRIPTION.

6. Generally the country to be served, particularly to the south, is uniform in character and adapted to the growth of wheat and to mixed farming. This area extends for several miles beyond the zone of influence of the proposed line from Finley to Deniliquin, and with an average rainfall of 16 inches per annum is capable of great production. Much of the country, although of agricultural character, is being used for wool production. To the north of the route the country changes and becomes more open and patchy, and suitable for grazing only. The area is well watered by means of dams and wells, water being obtainable at shallow depths by sinking.

### LANDS INFORMATION.

The area the proposed line will serve is estimated at 427,000 acres, and consists of alienated lands (including conditional purchases, homestead selections, and settlement purchases), 412,800 acres; leased lands (including settlement, special, and 18th section leases), 4,900 acres; Crown lands, 7,900 acres; and reserved lands.

The limits of the area which would be influenced by the construction of the proposed railway have been restricted to 12 miles from each side of the proposed line. On account of the existing railways, Narrandera to Tocumwal and Deniliquin to Moama, the limits referred to on the western end of the proposed line and on the eastern and south-eastern sides of the affected area have been fixed about midway between the existing railways mentioned, and the proposed line. The 12-mile zone is on the north-western and southern sides of the proposed line. Extension beyond the other limits indicated to cover that zone on each side of the proposed railway would include lands within the sphere of the existing railways referred to above.

### *Untenanted Crown Lands.*

There are three farms within Tuppal Soldiers' Group Purchase Area, with an aggregate area of 1,700 acres, which have been provisionally allotted, but as the purchasers have not signed the relative securities they have not been confirmed. On that account they have been considered, for the purpose of this report, as untenanted Crown lands. The country is generally level; low-lying in parts; the soil is of red loam, with red and grey clay in parts; the timber consists of pine, oak, box, and needlewood, and is partly ringbarked.

### *Forest Reserve.*

There is only part of a forest reserve dedicated as State forest within the affected area's limits, the extent of which is about 400 acres. This country is gently sloping, and suitable for wheat-growing. The soil is mostly red and sandy, and the timber is yellow box, pine, and oak.

### *18th Section Lease.*

There is part of an 18th section lease (about 200 acres) covered by reserve within the limits of the affected area with a tenure of twenty-eight years, and about nine more years to run. Its rental is 4d. per acre.

CLOSER



## CLOSER SETTLEMENT PURCHASE AREAS.

The area affected by the proposal contains three closer settlement purchase areas, two wholly and one partly, within its limits; also a soldiers' group purchase area (Tuppal 21). Their aggregate area amounts to 26,700 acres. They were acquired by the Government under the provisions of the Closer Settlement Acts, the information concerning which is particularised in the following schedule:—

Settlement Purchase Area.	Acreage.	Date of Acquisition.	No. of Farms.	Disposal Average Price per acre.	Disposal Average Price per acre.
	a. r. p.			£ s. d.	£ s. d.
Tuppal "15" .....	Small part about 900 0 0	26 Nov., 1910	1 within 3 partly.	4 14 6	2,004 0 6
Thorburn's .....	939 0 0	1 June, 1920	2	4 16 0	2,253 11 0
Charlton's .....	1,425 2 0	19 Oct., 1920	2	4 5 0 (about)	3,028 13 8
Tuppal "21," Soldiers' Group Purchase Area.	23,422 0 0	29 June, 1917	40	4 5 0 (about)	2,415 8 0 (about)

All the farms in the above settlement and soldiers' group purchase areas were applied for, and allotted by the Minister, excepting three farms in the latter area, which, as already stated, have been only provisionally allotted and not yet confirmed, as securities by purchasers have not, so far, been signed.

It may be mentioned that within the limits of the affected area, in addition to the 1,700 acres considered as untenanted Crown lands referred to above, there are 1,400 acres of reserved lands not held under any tenure, other than annual tenure; 6,200 acres of other Crown lands held under occupation license; and 200 acres held under 18th section lease, making a grand total of about 9,500 acres of unalienated Crown lands.

*Rainfall.*

The average annual rainfall on the whole of the affected area is about 16 inches.

## THE INQUIRY AND EVIDENCE.

7. The Committee have considered this proposal in conjunction with one from Finley to Deniliquin, and have inspected the country both lines would serve, extending from Jerilderie and Finley on the east to Deniliquin on the west, and from the Billabong Creek on the north to Tuppal Creek on the south. Within this area are extensive tracts of agricultural and pastoral country, the latter lying principally along the Billabong Creek to the north of the proposed line from Jerilderie towards Deniliquin, whilst the bulk of the wheat area is north and south of the proposed line from Finley to Deniliquin.

The construction of a line from Jerilderie to or towards Deniliquin has been urged on the ground that it will open up an extensive tract of wheat country unserved by railway communication, and at present used for grazing. It is claimed, however, that the starting-point should be at Wunnamurra Siding, 4 miles south of Jerilderie, this being regarded as a better take-off into the agricultural area, and one which would involve shorter length of construction. Although there is a considerable area of agricultural land immediately to the north of the proposed line and towards the Moulamein or Billabong Creek, the bulk of this class of country lies to the south, which has in parts been improved by ringbarking and fencing, and is fairly well settled.

For the first few miles along the route the holdings are comparatively small, the nearest point at which they increase to any extent in area being beyond what is described as the "profitable wheat-growing distance from railway transit of 12 to 14 miles." These include Langtry Park, 4,000; Coree, 6,000; Lyndhurst, 38,000; the Willows, 5,500; and North Yathong, 14,000 acres. In 1911, 70,000 acres of Coree, situated from 13 to 20 miles west and north west of Jerilderie, were cut up and sold to settlers in areas of from 200 to 6,000 acres, and much of this country is now being cultivated



cultivated. Adjoining Coree is Hartwood, 40,000 acres of which also have been sold in farming areas, and are producing wheat in small quantities. Generally, however, the holdings referred to are being used for grazing; and it has been urged as an argument in favour of the construction of the proposed line that with railway facilities they would be largely cultivated and the produce despatched to the Sydney market.

Successful results from wheat-growing have been obtained from areas within the influence of the existing railway for several years, the production reaching in average seasons, 20 to 21 bushels, and in one or two isolated instances 40 bushels to the acre. Wheat is being grown, except in a few places where clearing has not yet been effected, along the whole of the route, and to within a few miles of Deniliquin principally for hay for home consumption. According to the evidence, wheat cultivation cannot be carried on profitably at a greater distance from railway influence than 12 miles. Wheat produced within that distance of the existing line is conveyed to Jerilderie and Wunnamurra Siding, the team charges amounting to approximately 1s. per ton per mile.

Ten years ago wheat was not delivered at Wunnamurra Siding. During the intervening period, however, cultivation has been progressive, and 10,020 bags were received there in 1922, and 22,000 bags at MairJimmy, the adjoining railway station, most of which came from portions of the area to be served by the proposed line. From the eastern side of Deniliquin wheat is also drawn in large quantities to these centres. The experience of the district in regard to wheat growing is stated to have been such as to lead to the conclusion that with fertilising and fallowing it will be possible to obtain average yields of 25 bushels per acre.

An argument used in favour of the construction of a line from either Jerilderie or Wunnamurra in preference to a line from Finley to Deniliquin is that it will serve at least 80,000 acres of mixed farming country north and south of the route, which construction from Finley would not influence. This country includes portion of Hartwood and Coree. The line, however, would also serve the northern portion of the Tuppal Soldiers' Settlement, the south-eastern portion of which is claimed to be already within the influence of the existing line at Finley. The nearest point of Hartwood and Coree, and the balance of the 80,000 acres referred to, is at least 18 miles from the Finley-Deniliquin connection, and would extend only 6 miles north of a line from Jerilderie to Deniliquin, the bulk of the area being on the southern side.

Traffic in stock is anticipated from the construction of the proposed line, particularly in times of drought. Under normal conditions stock and wool raised between Jerilderie and Deniliquin are sent to the Melbourne market. This traffic has been accelerated by the completion of the line from Finley to Tocumwal, and the construction of the proposed line is not likely to divert it. At the same time it is considered that if the freights to Sydney and Melbourne are equal, much of the traffic will be confined to New South Wales markets, in order to avoid transshipment to Victorian lines. In dry periods large consignments of sheep and other stock—approximately 300,000 to 400,000—reach Jerilderie from the south, west, and other districts, including Moree, Coonamble, Forbes, Goulburn, and Braidwood for despatch to Deniliquin and Districts west and south of that place. During the six weeks prior to the Committee's local inquiry one firm alone was stated to have despatched 47,000 sheep and 4,000 to 5,000 cattle from Jerilderie to Deniliquin, and the districts south and west of it. In addition, 12,000 sheep and 1,500 cattle were paddocked around Jerilderie awaiting despatch westward, but which could not travel on account of wet roads and the depletion of the stock routes, due to so many sheep and cattle having been driven over them during the preceding few weeks.

The proposed line passes approximately 4 miles north of Langtry Park at a distance of 14 to 16 miles from Jerilderie, and traverses a rich area of agricultural country used for agriculture and grazing. This portion of the district is held in areas ranging up to 7,000 acres, and in addition to being within easy reach of the proposed line, is also within the 12-mile zone of the route from Finley to Deniliquin. Some first-class crops of wheat have been obtained in this area, the yields ranging up to 9 bags to the acre. With railway construction larger areas than those at present cultivated would be put under crop, including country at present used for grazing, and carrying a sheep to the acre. Portion of the wheat of the district is conveyed to Finley at a cost of 1s. 2d. per bag, and is despatched thence to Sydney; but the bulk of the wool production is forwarded to Melbourne.

It



It is generally admitted by settlers in the Langtry Park district that the country is too good to be allowed to be retained in the existing large holdings, and that with railway construction a fair living area would be 640 acres. It is also claimed that both Langtry Park and the bulk of the country lying between Billabong Creek on the north and Tuppal Creek on the south would be served by a deviation of the proposed line in the direction of Pine Hills and the Soldiers' Settlement, and thence to Deniliquin. The construction of a line from Finley to Deniliquin, however, is not favoured, on the ground that even with a deviation northerly it would leave unserved a large area of agricultural and grazing country.

Farmers and settlers in the neighbourhood of Deniliquin are desirous of obtaining direct communication with the New South Wales railway system with a view to trading with the markets of the State more effectively than they are able to do under present conditions. Trade with New South Wales can now only be carried on by means of long and costly road haulage to Jerilderie or Finley, or over the Deniliquin-Moama broad gauge private railway, and thence to Tocumwal. Consequently, the greater part of the trade of Deniliquin and the district to the north and west is confined principally to Victoria. A line to Deniliquin from either Jerilderie or Finley—the former for preference, on account of its shorter distance to the metropolis—would enable produce to be conveniently carried to the New South Wales markets. The proposal, however, to construct a line from Jerilderie for a distance of 25 miles only is not generally approved of, on the ground that it will not result in extra development in the Deniliquin district, and will leave trading conditions exactly as they are at present.

It is estimated that during the last season 100,000 bags of wheat grown locally and west of Deniliquin were forwarded to Melbourne; and it is questionable whether, on account of the shorter distance of carriage the position would be materially altered by the construction of the proposed line from Jerilderie and its ultimate extension to Deniliquin. At the same time the local farmers claim that an opportunity should be afforded them of taking advantage of either the Sydney or Melbourne market.

With regard to wheat grown on the Soldiers' Settlement and the Pine Hills district, and between Deniliquin and Tocumwal, there is a difference of opinion at Deniliquin as to whether the necessity for, and cost of re-trucking, owing to the break of gauge at Deniliquin, would result in its conveyance to Sydney.

An argument used at Deniliquin in favour of construction with either Finley or Jerilderie is that the railway will be greatly used in periods of drought, of which it is estimated two occur every decade. In 1914, during a dry season in Victoria, when large numbers of stock perished, seed wheat and fodder had to be conveyed to the district from New South Wales *via* Albury at great expense and loss of time. Droughty conditions are stated to frequently prevail west of Deniliquin at times when grass towards Jerilderie and Narrandera is plentiful; and under such circumstances railway connection would mean extensive conveyance of produce from districts between Jerilderie and the north, and a large saving of stock in the drought-stricken region.

#### CONCLUSION.

8. As stated in another portion of the report, the Committee have considered the proposed line in conjunction with one from Finley to Deniliquin, both of which pass through country of excellent quality for wheat-growing. The area embraced by the two proposals extends from the Billabong Creek on the north to Tuppal Creek on the south; and the evidence, which is supported by the Committee's inspection of the country, shows that north of the route from Jerilderie towards Deniliquin there is a large area suitable for agriculture as well as grazing. To the south, however, there is an almost unbroken stretch of wheat land extending practically to the limits of the area which would be served by the proposed line from Finley to Deniliquin, and many of the settlers upon which find difficulty in reaching a market owing to the distance from railway communication.

A line direct from Jerilderie to or towards Deniliquin as proposed would run in close proximity to the northern border of the good country above described, whereas a deviation to the south would enable it to pass through the centre of it, and serve as much of the Soldiers' Settlement area as would a direct line from Finley to Deniliquin, and give at the same time a shorter route than would the latter to the Sydney market.

In these circumstances, the Committee have arrived at the conclusion that the proposed line should be constructed, with the deviation referred to; and they have negatived the construction of a line from Finley to Deniliquin.



## RESOLUTION PASSED.

9. The resolution passed by the Committee is shown in the following extract from the Minutes of Proceedings :—

Mr. Dick moved,—“That, in the opinion of the Committee, it is expedient the proposed railway from Jerilderie towards Deniliquin, as referred to them by the Legislative Assembly, be constructed with a deviation to the south, as shown in the plan accompanying the report.”

Mr. Doe seconded the motion, which was passed on the following division :

Ayes, 4.

Mr. Dick,

Mr. Doe,

Mr. Mahoney,

Mr. Travers.

Noes, 2.

Mr. Cameron,

Mr. Drummond.

W. T. DICK,  
Chairman.

Office of the Parliamentary Standing Committee on Public Works,  
Sydney, 20th June, 1924.

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# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## MINUTES OF EVIDENCE.

### RAILWAY FROM JERILDERIE TOWARDS DENILIKUIN.

TUESDAY, 16 JANUARY, 1923.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.

BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to consider the expediency of constructing a line of Railway from Jerilderie towards Deniliquin.

Thomas Bryce Cooper, Under-Secretary, Department of Public Works, sworn and examined:—

1. *Chairman.*] Have you prepared a statement with respect to the proposed railway?—Yes; it is as follows:—

#### PROPOSED RAILWAY FROM JERILDERIE TOWARDS DENILIKUIN.

Estimated cost, £125,000, or £5,000 per mile, exclusive of land and compensation.

Length, 25 miles; ruling grade, 1 in 220; sharpest curve, 80 chains radius.

On 22nd November, 1922, the Secretary for Public Works and Minister for Railways (Hon. R. T. Ball, M.L.A.) moved in the Legislative Assembly, "That it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon the expediency of constructing a line of railway from Jerilderie towards Deniliquin."

Question resolved in the affirmative.

Following is the official description of the line:—"This proposed railway commences at 412 miles 4 chains from Sydney, and at the end of Jerilderie Station site it proceeds in a westerly direction between Coonong and Nowranie streets and crosses Kennedy and West streets, and at 40 chains curves south-westerly and follows the northern bank of Algodgery Creek for about 5 miles, crosses that creek, and continuing south-westerly passes about 5 miles south of the village of Coreen and terminates at 437 miles 4 chains from Sydney. The works are light with a ruling grade of 1 in 220; the sharpest curve is 80 chains radius."

The Railway Commissioners' Statutory Report is dated 10th November, 1922, and is as follows:—

#### PROPOSED RAILWAY FROM JERILDERIE TOWARDS DENILIKUIN.

In accordance with the request of the Hon. the Minister for Railways, and in pursuance of the provisions of the Public Works Act, 1912, the Commissioners beg to submit their report on the abovementioned proposal.

A map (marked "A") is forwarded herewith showing that within a distance of 10 miles of Finley, 34,695 acres of land were purchased by the Government in the year 1910 for closer settlement purposes, and disposed of in eighty separate farms of an average value of £2,016 7s. 6d., and that in 1917 a further purchase was made by the Government of 23,434 acres, upon which forty returned soldiers were settled, the average value of the farms being £2,494 10s.

The Commissioners do not favour the proposal to serve the area indicated by the construction of a line from Finley to Deniliquin as the proper connection of Deniliquin with the New South Wales railways should be made *via* Jerilderie, and as such connection would serve the area under review it is considered that if railway facilities are to be given it should be done by constructing 25 miles of the proposed Jerilderie-Deniliquin line, which will form part of the through connection that will undoubtedly be wanted later on.

The financial prospects of the 25 miles of suggested line are as follow:—

Estimated cost of construction .....	£125,000
Estimated annual expenditure—	
Interest on cost of construction	
£125,000, at 5½ per cent. ....	£6,875
Working expenses .....	5,600
Estimated revenue .....	7,000
Difference .....	£5,475

The Common Seal of the Railway Commissioners for New South Wales was herewith affixed the 10th day of November, one thousand nine hundred and twenty-two, in the presence of—

(Seal)

JAMES FRASER,  
J. H. CANN.

W. JNO. MORRIS, Secretary.

A proposal to construct a line from Jerilderie to Deniliquin was reported upon by the Public Works Committee in December, 1916, and negatived, the Committee being of opinion that further consideration of the proposal should be postponed until the policy of the Government in regard to the purchase of the private line from Deniliquin to Moama had been determined, and a decision arrived at regarding the recommendations of the Royal Commission on Border Railways for the construction, *inter alia*, of a line from Moama to Moulamein (*vide* Committee's report of 20th December, 1916).

It may here be stated that both of the conditions mentioned have been met by the passing of the Border Railways Act of 1922. This Act, which comes into force on 1st January, 1923, ratifies and approves of an agreement made between the New South Wales and Victorian Governments, under which Victoria is authorised to construct a railway on the 5 feet 3 inch gauge from Moama or any point on the Deniliquin-Moama Company's railway between Moama and a point 1 mile north of Mathoura Railway Station to Moulamein and Balranald, and to secure the running rights over or to purchase the said Deniliquin-Moama Railway.

After the submission of the Committee's report in December, 1916, the matter of railway communication with Deniliquin appears to have been allowed to rest for some time, but in December, 1919, following on representations by deputations at Finley and Deniliquin as to the necessity of railway communication with the Tuppall Soldiers' Settlement Area, the then Minister (Mr. Ball) intimated his intention to refer to the Public Works Committee, when re-appointed, the alternative routes to serve the Soldiers' Settlement, *viz.*, Jerilderie to Deniliquin and Finley to Deniliquin. Subsequently the Railway Commissioners were asked to furnish a report on the two proposals.



Witnesses—T. B. Cooper, 16 January, and W. Hutchinson, and J. E. H. Kennedy, 5 June, 1923.

With regard to the Finley-Deniliquin proposal (which is the subject of a separate reference), further representations were made from time to time by various local public bodies, and in May, 1921, the succeeding Minister (Mr. Estell) stated in reply to local deputations at Finley and Deniliquin that he would refer the question of a railway from Finley to the Soldiers' Settlement Area and thence to Deniliquin to the Public Works Committee, and he felt sure that if the longer proposal were rejected that would not be the case with the Soldiers' Settlement line, as the construction of the latter would only be carrying out a distinct promise made when the land was cut up.

With regard to the statement that the construction of a railway was promised when the Soldiers' Settlement Area was being subdivided, this Department's papers have been examined and inquiries have been made at the Lands Department, but in neither case can any record be traced of such a promise having been made.

On 22nd August, 1922, a deputation from various local branches of the Farmers and Settlers' Association, accompanied by Messrs. M. Kilpatrick and W. J. O'Brien, Ms.L.A., waited on the Minister (Mr. Ball) to urge the construction of a railway from Jerilderie or Finley *via* the Tuppall Soldiers' Settlement Area to Deniliquin.

Mr. G. Evans (Deniliquin Farmers' and Settlers' Association) said that apart from the Soldiers' Settlement there were some fifty or sixty settlers on the Tuppall Settlement Area, some of whom had to cart their wheat from 15 to 22 miles to Finley. There was a difference of opinion as to the route, but he thought it mattered little, so long as the line went through the centre of a great wheat-growing part to Deniliquin.

Mr. H. Hughes (Finley-Tuppall Closer Settlement Farmers and Settlers' Association) said he had been on the Tuppall Settlement since 1911. So far as his association was concerned they would be quite satisfied for the line to branch off anywhere between Jerilderie and Berrigan, where it would serve the greatest number of people with the least

expenditure. Of the areas that could be resumed for closer settlement purposes, there were Langley Park, of 5,000 acres, Correy Park, of 5,000 acres, and other areas of 2,000 acres (Alexander's), 35,000 acres and 6,000 acres, also a public watering place of 3,000 acres that might be of benefit for a siding.

Mr. L. W. Moore (Pine Hills Farmers and Settlers' Association) said that in the Pine Hills last year there were 30,000 bags of wheat which had to be carted 20 miles. His farm was 20 miles from Finley, and it cost him 1s. 5d. per bag for cartage.

Mr. A. Sleeman (Jerilderie Farmers and Settlers' Association), while wishing to see the Soldiers' Settlement Area connected with the railway, pointed out that if the line went from Jerilderie it would serve some 80,000 acres at the back which would not be touched by the Finley connection. He thought the line should commence at Jerilderie, run about 4 miles and take off from Wunnamurra in a south-west direction on to the Soldiers' Settlement and thence to Deniliquin.

The Minister, in reply, said that the matter would have to be submitted to the Public Works Committee, and he would see if he could submit it in such a way that evidence could be taken on both routes to enable a recommendation to be made either for a line to the Soldiers' Settlement or right on to Deniliquin.

Upon receipt of the Railway Commissioners' Statutory Report, as set out above, and in view of the recommendation therein, the Minister decided to refer the proposal to the Committee as now submitted, viz., from Jerilderie towards Deniliquin—a length of 25 miles—and at the same time also to submit the proposal for a line from Finley to Deniliquin, so that the two schemes (both of which will serve the Tuppall Soldiers' Settlement Area) could be considered side by side, and that recommended dealt with subsequently without involving re-reference, as would be the case if the Jerilderie towards Deniliquin proposal were alone submitted and a recommendation made in favour of the other route.

TUESDAY, 5 JUNE, 1923.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.  
WILLIAM CAMERON, ESQ.  
BRIAN JAMES DOE, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Jerilderie towards Deniliquin.

William Hutchinson, Chief Engineer for Railway and Tramway Construction, Department of Railways, sworn, and examined:—

2. *Chairman.*] Have you any particulars to place before the Committee?—No; I have no details to give the Committee. There was a survey of the proposed line made. At the time the Minister was submitting the estimate to the House there was no time to go into details. I simply based the cost of £5,000 a mile on the cost of the line from Griffith to Hillston. I may say that this is one of the flattest lines I have known for a long time.

John Edmond Harold Kennedy, Chief Draftsman, Department of Lands, sworn, and examined:—

3. *Chairman.*] You have a statement to submit to the Committee?—Yes, it is as follows:—

PROPOSED RAILWAY—JERILDERIE TOWARDS DENILIKUIN.

Alienated lands (tinted blue)—	acres (about)
Including conditional purchases, homestead selections, and settlement purchases .....	412,800
Reserved lands, about 9,309 acres—	
About 1,400 acres not held under any tenure (tinted green).....	1,400
" 7,900 " held under lease and license (edged green).	
" 9,300 "	
Leased lands (hatched blue)—	about
Settlement leases .....	3,000 acres
Special leases (including about 1,500 acres reserves)...	1,700 "
18th section leases " 200 " ..	200 "
About 1,700 " Ab't 4,900 "	4,900

Crown lands (tinted brown)—	
Held under Occupation License (including about 6,200 reserves) Ab't 6,200 acres	
Untenanted .....	1,700 "
About 7,900 " Ab't 7,900 "	
Total area about .....	427,900

\* It is probable that part of these reserved lands may be held under annual lease, particulars of which are not available at Head Office.

J. E. H. KENNEDY,  
Chief Draftsman.

Department of Lands,  
Sydney, 5th June, 1923.

Limits of Affected Area.

The limits of the area which would be influenced by the construction of the proposed railway, Jerilderie towards Deniliquin, have been restricted, in accordance with instructions received, to 12 miles from each side of the proposed line, and are shown on map produced by a firm red band. On account of the existing railways, Narrandera to Tocumwal and Deniliquin to Moama, the limits referred to on the western end of the proposed line and on the eastern and south-eastern sides of the affected area are indicated on map about midway between the existing railways mentioned and the proposed line.

The 12-mile zone is shown on the north-western and southern sides of the proposed line. Extension beyond the other limits indicated to cover that zone on each side of the proposed railway would include lands within the sphere of the existing railways referred to above.

Concerning the lands within the limits shown the following particulars are submitted:—

Untenanted Crown Lands.

There are three farms within Tuppall (21) soldiers' grow purchase area with an aggregate area of about 1,700 acres



Witnesses—J. E. H. Kennedy, 5 June, and J. T. Mackie, 27 July, 1923.

which have been provisionally allotted, but as the purchasers have not signed the relative securities yet they have not been confirmed. On that account they have been considered, for the purpose of this report, as untenanted Crown lands.

Country—Generally level; low lying in parts.  
Soil—Generally red loam; red and grey clay in parts.  
Timber—Pine, oak, box, and needlewood, partly ring-barked.

Forest Reserve.

There is only part of a forest reserve, dedicated as State forest within the affected area's limits, the acreage of which is about 400 acres.

Country—Gently sloping; suitable for wheat-growing.  
Soil—Mostly red sandy soil.  
Timber—Yellow box, pine and oak.

18th Section Lease.

There is part of an 18th section lease (about 200 acres) covered by reserve (18th section lease 14), parish of Puckawidgee, county of Townsend, within the limits of the affected area; it has a tenure of twenty-eight years and about nine more years to run. Its rental is 4d. per acre.

Under the conditions governing this lease, the right of withdrawal of the whole or any part or parts of its area by the Crown for purposes of settlement without compensation, except for lessee's interest in improvements on the land withdrawn, became operative after 16th November, 1914.

Closer Settlement Purchase Areas.

It will be noticed that the area affected by the proposal under review contains three closer settlement purchase areas, two wholly and one partly, within its limits; also a soldiers' group purchase area (Tuppall 21), as shown by firm white bands on map produced. Their aggregate area amounts to about 26,700 acres. They were acquired by the Government

under the provisions of the Closer Settlement Acts, the information concerning which is particularised in the following schedule:—

Settlement Purchase Area.	Acreage.	Date of Acquisition.	No. of Farms.	Disposal Average Price per acre.	Disposal Average Price per acre.
Tuppall "18" .....	a. r. p. Small part about 900 0 0	26 Nov., 1910	1 within 3 partly	£ s. d. 4 14 6	£ s. d. 2,004 0 6
Thorburn's .....	939 0 0	1 June, 1920	2	4 16 0	2,253 11 0
Charlton's .....	1,425 2 0	19 Oct., 1920	2	4 5 0 (about)	3,028 13 8
Tuppall "21," Soldier's Group Purchase Area	23,422 0 0	20 June, 1917	40	4 5 0 (about)	2,415 8 0 (about)

All the farms in the above settlement and soldiers' group purchase areas were applied for and allotted by the Minister, excepting three farms in the latter area which, as already stated, have been only provisionally allotted and not yet confirmed, as securities by purchasers have not, so far, been signed.

It may be mentioned that within the limits of the affected area, in addition to the 1,700 acres considered as untenanted Crown lands referred to above, there are about 1,400 acres of reserved lands not held under any tenure, other than annual tenure, about 6,200 acres of other Crown lands held under occupation license, and about 200 acres held under 18th section lease, making a grand total of about 9,500 acres of unalienated Crown lands.

Rainfall.

The average annual rainfall on the whole of the affected area is about 16 inches.

FRIDAY, 27 JULY, 1923.

[The Committee met in the Mechanics Institute Building, Jerilderie.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

FRANCIS MICHAEL BURKE, Esq.

BRIAN JAMES DOE, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Jerilderie towards Deniliquin.

James Thomson Mackie, grazier, Wunnamurra, sworn, and examined:—

4. Chairman.] How far out from Jerilderie is your holding situated?—Five miles south, on the Berrigan line. I hold about 16,000 acres. As far as my property is concerned I have no personal interest in the proposed railway. The boundary of my holding is about 30 yards from the line. I have known this district since 1865.

5. Will you describe the country along the proposed line 25 miles from Jerilderie in the direction of Deniliquin?—About a mile on from my place there is good forest country all the way.

6. I understand that, in your opinion, the proposed railway should take off at Wunnamurra, on the Jerilderie-Berrigan line, and run in a south-westerly direction towards Tuppall, swinging over to Deniliquin; why do you prefer that route?—Because the line would pass through better and more agricultural land.

7. Do you agree that north of a direct line between Jerilderie and Deniliquin there is towards the river much agricultural land?—Yes.

8. Does the bulk of the agricultural land lie to the south of a line between those two points?—Yes.

9. In what areas would that country be suitable for agricultural occupation?—From 600 to 800 acres.

10. How is it generally held?—There are a good many small holdings there, but some comprise 4,000 to 6,000 acres.

11. Do you regard the Tuppall area as being the best of that agricultural land?—The line I suggest from Wunna-

murra would go through just as good land as the Tuppall land. It would run through the Murray forest country, where there is a good deal of pine and box.

12. How far along the proposed line does that good country extend?—It is good from a mile or a mile and a half south of Wunnamurra to the Tuppall Soldiers' Settlement on both sides of the line.

13. Would the line you suggest serve the agricultural land on both sides for at least half the distance to Deniliquin?—Fully; possibly a little more.

14. Is any of the country close to Wunnamurra held in small holdings for agricultural purposes?—Practically all of it. The whole of Wunnamurra has been cut up within the last twelve years.

15. Are the settlers who have taken up land on Wunnamurra in a fairly prosperous condition?—Yes.

16. Do they grow much wheat?—The smaller men do.

17. Where do they truck their wheat?—At Wunnamurra and Mairjimmy sidings. From Wunnamurra to the soldiers' settlement, with the exception of small patches, it is all good agricultural land.

18. Would the line you suggest from Wunnamurra, say to the soldiers' settlement and a little further on, meet the immediate requirements of the district from an agricultural standpoint?—I think so.

19. If the line were constructed would there be necessity later on to extend the Finley line towards Deniliquin?—No. Because 10 miles out from Finley the line would go west to that place, passing through good agricultural land.



Witness—J. T. Mackie, 27 July, 1923.

20. What is the size of the holdings within 10 miles of either side of the proposed route?—For the first nine miles out there are small holdings, but they are larger as you get away from the existing railway. From what I know I believe the larger landowners are prepared to cut up their land if the line is built.

21. Do you know the Langtry Park country?—Yes; that is all good agricultural land.

22. How is that situated with respect to your suggested route?—The line would go almost through it on the north side. It comprises about 3,800 acres. Further west the areas are larger.

23. How many large estates would your line go through, and what is their area?—I think the only one is Langtry Park, which is suitable for agriculture. The line would go close to other large estates suitable for agriculture.

24. What is the value of that forest country in its present condition?—£6 10s. to £7 10s. per acre.

25. Then a man would require from £3,500 to £4,000 worth of land in order to take up farming in that district. At that capital value, with wheat at a normal price, could a man make a fair living there?—Yes, he should.

26. What is the average yield per acre there?—The yield has been as much as 10 bags.

27. *Mr. Burke.*] To what use do you mainly put your land?—Grazing, although I have 400 acres in this year, and I am getting another 300 acres ready for cultivation. Mine is nearly all plain country. I am testing the black soil plain now. My land is nearly all black soil, and is very good grazing country.

28. How far from Jerilderie is the country being cultivated?—From about 6 miles out. There is cultivation land right down to the soldiers' settlement.

29. Supposing a railway were constructed from Jerilderie towards Deniliquin, and the Finley-Deniliquin proposal were not carried out, would the Tuppall settlement be reasonably served?—It would if it went through the area. I think it would serve the north end.

30. What is a fair distance to cart agricultural produce in this district?—12 miles; perhaps further, if you have good roads.

31. Is the forest country to which you have referred being worked?—Yes, a good deal of it is.

32. Is the timber marketable?—Very little, except for firewood and fencing. The Murray pine is marketable.

33. Is much of it used for house construction?—Yes. For a long time a mill worked there.

34. Is that timber sufficiently thick to be worked profitably?—No, not now.

35. Does the cypress pine grow again after it has been cut?—No. Down here no young pine is coming on.

36. Is there much box in the district to which you refer?—Yes; and there is a good deal of jellow jack suitable for firewood.

37. Where does produce from this district find its way?—Wheat goes to Sydney. Stock and wool go through Tocumwal to Melbourne.

38. What is the distance from Jerilderie to Melbourne via Tocumwal?—A little over 200 miles. It is 430 miles from Wunnamurra to Sydney.

39. Would the proposed line, if constructed, give you easier access to the Melbourne market?—No. My direct route is through Tocumwal. The proposed line would be of no use to me personally. I am satisfied with the existing railway.

40. What is the average price of agricultural land in the Jerilderie district through which the proposed line would pass?—£6 10s. to £7 10s. improved.

41. Are you willing to cut up your land if the line were built?—Yes, if I can get buyers, and the black soil experiment turns out satisfactory.

42. What is the average rainfall in this district?—16 or 17 inches.

43. *Mr. Travers.*] What advantage has your suggested line over the proposed line?—I think it would open up more agricultural land.

44. Then what advantage has the line you suggest over the proposed railway from Finley to Deniliquin?—It would open up more good land.

45. Do you contemplate a future extension of the line right to Deniliquin?—Yes.

46. Would the construction of a railway from Jerilderie 25 miles out alter the flow of traffic?—It would give the settlers a nearer terminus in drought for trucking stock. In drought time up to 400,000 stock would come through from west of Deniliquin. They mostly go to the Tumut mountain country.

47. How many times has that occurred in the last ten years?—About three times.

48. Would the carrying out of your suggestion obviate the necessity of a future railway connection between Finley and Deniliquin?—Yes.

49. Would the line you suggest serve the whole of the good country that would be served by a railway from Finley to Deniliquin?—Yes.

50. Is any wheat grown 10 or 12 miles out of Jerilderie?—Yes, a good deal—8,000 or 10,000 bags.

51. Excluding that portion of the country served by the Jerilderie-Berrigan railway, what percentage of the land to be served by the line you suggest is suitable for agriculture?—Practically all of it.

52. Has stock traffic to Melbourne been accelerated since the railway was built from Finley to Tocumwal?—Yes, I think so.

53. Have you given consideration to the linking up by rail of Jerilderie or Finley with Deniliquin?—Yes, in drought it would be a big advantage.

54. Does the country west of Jerilderie suffer from floods?—Since it has been cleared it does not so suffer to any extent. There is not a great area there not suitable for agriculture.

55. Are many fat lambs raised in the district?—Not a great many.

56. Does your wool go to Melbourne?—Yes.

57. *Mr. Drummond.*] According to the map there are several watercourses to the south?—Yes, there is a good deal of water there, but I have never seen that country flooded.

58. How does that country compare with the country to the north on the Jerilderie side?—I do not think it is as good for agriculture.

59. Where do Coree, Langtry Park, and Alexander's property lie?—Between Jerilderie and the soldiers' settlement; about half way.

60. Is not that land within the influence of the existing line?—It is within 12 to 13 miles of it.

61. What is the typical country west of Jerilderie?—It is mostly red soil. You enter loamy country out there.

62. The Chief Commissioner states that a line from Jerilderie to Deniliquin or one from Finley to Deniliquin would serve the soldiers' settlement?—The Finley to Deniliquin line would go through the heart of the settlement.

63. *Mr. Hutchinson*, Chief Engineer for Railway Construction, has stated that the proposed line is one of the flattest he has known. Would that flatness of the country tend to lower the value of the land from an agricultural standpoint?—No, not the forest land. It would the black plain country in a wet season.

64. *Mr. Doe.*] Would it be possible to obtain timber for sleepers within a reasonable distance of a railway from Jerilderie towards Deniliquin or from Finley towards Deniliquin?—You could get red gum from the Murray. The river is about 13 miles from Finley.

65. Is 10 miles from the railway a reasonable distance to cart produce?—Yes.

66. It appears from the map that the furthest point of the soldiers' settlement from the proposed terminus is 10 miles, so that the soldiers' settlement would be reasonably served?—Well, one end of the settlement is only some 10 miles from Finley.



Witnesses—J. T. Mackie and A. Glenn, 27 July, 1923.

67. Would not the Finley to Deniliquin line give the soldiers' settlement a slight advantage?—As a whole, it would.

68. Would you say that the Tuppal land at £1 5s. per acre was reasonably cheap?—Yes, I think the soldiers' settlement land was reasonably cheap.

Andrew Glenn, grazier, North Yathong, sworn, and examined:—

69. *Mr. Burke.*] Do you favour the construction of a railway from Jerilderie towards Deniliquin?—Yes. We are directly interested in the land south-west towards Deniliquin. I favour a line from Wunnamurra siding towards Deniliquin. I hold 1,880 acres, my brother-in-law has 6,400 acres, and my sister holds 5,700 acres. I am grazing at present.

70. Is your land suitable for agriculture?—Yes, every acre of it. It is red soil timber country and is very easily worked. Sir Samuel McCaughey, the late owner of the station, said that my land was the pick of the run.

71. Where is the nearest point on the railway to your land?—At MairJimmy siding, about 12 miles across. It is some of the finest land in Riverina, extending for about 40 miles. It will carry one sheep to the acre, and if spelled from the middle of September to the middle of October, one sheep and a quarter to the acre. On 1,880 acres last year I ran 2,260 wethers. The land for 10 miles on each side of a railway from Wunnamurra would feed the line with produce. If you construct the line from Finley, you would, as you get towards Deniliquin, enter flooded country. 22 miles from Deniliquin there is low-lying country.

72. How does the land along the proposed route from Jerilderie towards Deniliquin compare with the Tuppal land?—It compares favourably with the very best of it.

73. If a line were constructed from Jerilderie towards Deniliquin, would the Tuppal settlement be fairly well served?—I think it would. It would be within 10 miles of the railway, and 10 miles in this flat country is not too far to cart wheat. A farmer wants to get in and back with his load in a day.

74. If a railway were constructed from Finley towards Deniliquin, would the country to the north, about which we are now speaking, not be served?—The line would be too far south.

75. Does the land to be served compare favourably with the agricultural land about Wagga?—Yes, it is equal to any land in Riverina.

76. If the railway were built, would you put the whole of your land under cultivation?—Yes. It would cut up into thirteen or fourteen good farms, which would give each man a good living. They could run 5,000 to 6,000 sheep and produce 40,000 bags of wheat a year.

77. If the line were constructed, where would your market be for wheat?—It depends upon rail rates, but I would say Melbourne. The New South Wales Railway Commissioners used to carry our wheat for 13s. a ton. The Victorian railways could not look at that. Our wool and sheep go to Melbourne.

78. Does the break of gauge at Tocumwal make much difference to you?—No, the expense is not very great. We have sent our wool to Melbourne for years. We used to send it to Sydney at one time, when the companies sent it on to Melbourne free in order to get the trade. It went to Sydney for a few years after the line to Tocumwal was built.

79. Do you send all your stock to Melbourne?—As a rule.

80. I take it your opinion is that an extension of the Victorian gauge line into New South Wales is not justified?—For handling stock it would be a great advantage, I do not know that it would be of benefit as regards

handling wool or wheat. As it is they put the Victorian trucks up against the New South Wales trucks, and there is not much difficulty.

81. What would be a fair living area in your district with the railway?—About 1,000 acres on land such as I hold to-day.

82. Are you using your land for grazing because it does not pay you to cart wheat so far to the railway?—Yes. We bought the land for £4 per acre, and consider it a splendid investment. My land is more adapted to wheat-growing. Victorian farmers went on to Corree land who had been working on land worth £15 to £17 an acre. They were good farmers, and started work on land close to Finley, on blocks of from 600 to 1,000 acres. They took up land under the same conditions as I did, and there was only one defaulter. Every man, with the exception of one, was able to meet his final instalments in eight years. A number of those farmers, who came from Rochester, had only sufficient money to pay one instalment, and had to wait till the next wheat crop in order to pay the next. They have grown from eight to twelve bags of wheat to the acre, and to-day they are in a prosperous condition. We had a property at Elmore which we sold in 1911 for £12 per acre. Similar land which is bringing £20 per acre to-day is not as good as our land in this district. I could buy better land here for £2 10s. per acre than that in Victoria for which the owners want £20 per acre. The Rochester men thought that the land here, because it cost only £4 4s. per acre, must have something wrong with it. They could not understand why it was so cheap. We are willing to cut up our land on reasonable terms. My relatives are prepared to do so to-day.

83. Do you think that within a reasonable time £240 receipts per week from the line, which is the official estimate, would be obtained?—I believe that if any land in Riverina can be made to pay under cultivation it is the land within the influence of the proposed line. No other land in Riverina compares with it.

84. *Mr. Doe.*] Where do you consider the line should start off?—From Wunnamurra, in the interests of the community interested and of the State.

85. Have you grown any wheat?—No, but I am satisfied that my land is suitable for wheat. The Rochester men on the Corree land have proved that it is the best agricultural land.

86. What is the transfer charge at the break of gauge?—About 1s. 6d. a ton for wool.

87. What is the land like between Tuppal and Deniliquin?—About Arawatta it is low-lying and inclined to be cold. On the Jerilderie-Deniliquin route it is better.

88. What is your reason for suggesting that the line should take off at Wunnamurra?—Because the country from Wunnamurra to Deniliquin is good enough for 10 miles on either side of the line to well serve a railway. Such a line would serve better land than would a line from Jerilderie to Deniliquin. About Jerilderie it is plain country. You enter the good country at Wunnamurra.

89. What is the value of the land in the district along the route of a railway from Wunnamurra towards Deniliquin?—From £5 5s. to £5 10s. per acre, without residence.

90. What effect would the railway have upon the value of land out there?—It would increase the value to £9 per acre within close proximity to the railway.

91. *Mr. Travers.*] How does the wool grown in the country between Jerilderie and Deniliquin, roughly, 23 miles out, reach the border?—By team. All the Quimong, Mundiwa, and Wandook wool goes to Deniliquin. Hartwood and Corree wool comes here.

92. Would any appreciable quantity of wool from midway between Jerilderie and Deniliquin go to Finley?—No, except that of some of the Corree settlers, because Finley is their town.

93. Would the construction of the proposed railway divert any of the wool traffic which now finds its way from Deniliquin to Melbourne over the proposed line?—I do not know that it would.



*Witnesses*—A. Glenn, W. M. Mackenzie, and M. P. Fenaughty, 27 July, 1933.

94. Would the building of a railway 25 miles out encourage wool traffic to Sydney?—If freights were equal I think it would go to Sydney.

95. Does the same thing apply to stock?—The southern Riverina people, I think, regard Melbourne as a better market for stock. It is a steadier market.

96. From where do you get your stores?—Locally. In some instances they are obtained from both States.

97. Are the trading relations of this district more with Melbourne than with Sydney?—We deal largely with both cities.

98. Do you prefer that the line should go right on to Deniliquin instead of terminating 25 miles from Jerilderie?—Yes.

99. What value in the main would railway connection be between Jerilderie and Deniliquin?—It would provide a connection between the two States.

100. *Chairman.*] Do you know whether any New South Wales wheat goes through Tocumwal to Melbourne?—No. I think it practically all goes to Sydney.

Walter Murray Mackenzie, stock and station agent, Jerilderie, sworn, and examined:—

101. *Mr. Travers.*] How long have you been in the district?—Ten years.

102. Do you support the proposal before the Committee?—Yes. During the last six weeks our firm has unloaded 47,000 sheep at Jerilderie to go to Deniliquin and districts west and south of that place.

103. Where do those sheep come from?—From Moree, Coonamble, Forbes, Goulburn, and Braidwood. They have come in as the result of the drought. We have also handled between 4,000 and 5,000 head of cattle. We have paddocks here to-day in which are some 12,000 sheep and 1,500 head of cattle, which are waiting to go to Deniliquin, but which cannot be sent owing to the wet roads, and no feed as the result of drought. A large number of stock go west to Moulamein. Some go north, and some south to Moira, and some to Barham. Seventy-five per cent. go to Deniliquin and south and west.

104. Is the number of cattle to which you have referred large or is it usual?—It is not usual, but it is not any larger than we have sent on other occasions during the time I have been here.

105. The proposal before the Committee is for a line 25 miles out. Would that help you?—Yes, but it would be better if it went to Deniliquin.

106. Do many cattle and sheep pass through here on their way to Melbourne?—Yes, but not as many as go towards Sydney. More cattle are trucked from here to Sydney than to Melbourne.

107. I understand that generally there is a good traffic in stock between this district and Melbourne?—Yes, and the same thing applies to the Deniliquin district in regard to stud stock, which go to Queensland and the north of the State. In the Deniliquin country there are the biggest studs in Australia. They have to walk from the Deniliquin district to be trucked here.

108. What is your opinion of the proposed line from Jerilderie 25 miles out towards Deniliquin?—A line from Jerilderie towards Deniliquin would serve a greater area of good country than would a line from Finley to Deniliquin. A lot of the country near the soldiers' settlement is served by the Tocumwal line.

109. Would it be better to take off the line at Jerilderie than at Wunnamurra?—Personally I cannot see much advantage in taking off the line at Wunnamurra. The Jerilderie line would serve the country to the north.

110. Would you swing the line south towards Tuppall as suggested?—I think not.

111. You favour the line recommended by the Railway Commissioners?—Yes. In the vicinity of that line there are six estates, including Langtry Park, 4,000 acres, Corec

Park 6,600 acres, Lyndhurst 38,000 acres, and the Willows 5,500 acres. There is also an area of 14,000 acres, some of the finest country in the Riverina.

112. Is much of that land under cultivation?—No. The construction of the railway would undoubtedly bring about cultivation there.

113. How far is that land from a railway?—The nearest point of Langtry Park is about 13 miles from Mair Jimmy siding.

114. What is the country like north towards Moulamein Creek?—It is good grazing country. It is the general opinion that the black plain country is not good for agriculture, although I do not know.

115. Is it the general opinion that the best of the wheat land lies to the south of the proposed line?—About 6 miles south from Jerilderie you are in the heart of it.

116. Is there a large fat lamb trade in the district?—Yes. Last year 75 per cent. of the fat lambs went to Melbourne. The previous year more than that percentage went to Sydney. It depends on the market. There is probably in this town the largest sale yards accommodation of any town in Riverina. Between 70,000 and 80,000 sheep and 7,000 and 8,000 head of cattle go west and south of Jerilderie, principally west, annually.

117. Would a line from Jerilderie to Deniliquin have the effect of diverting towards Sydney traffic which now goes to Melbourne?—Yes, at times. Many people have sent stock to Sydney for so long that they could not be persuaded to send them to Melbourne. They would put them on the railway to Sydney. We have a big cattle sale taking place at Jerilderie on Wednesday. The majority of the stock go to Deniliquin buyers and buyers south and west. Because of the condition of the roads, owing to wet weather, we have had to arrange to bring buyers here by special train. We shall have to arrange for a special train to take them back.

118. Are the roads bad every year?—In some years you can get through.

119. Have you noticed that the country between Jerilderie and Deniliquin is often under water?—No. The water lies on the plain country for some time, but you will see scarcely any water between here and Deniliquin.

Martin Patrick Fenaughty, landowner and agent, Jerilderie, sworn, and examined:—

120. *Mr. Doe.*] What area do you hold?—530 acres, 8 miles out on the Finley-road. I support a line from Wunnamurra or Mair Jimmy siding to Deniliquin. By starting the line at either of those places you go off into wheat country which is the pick of Riverina. At present it is held up through want of a railway.

121. Do you favour the line going right through to Deniliquin?—Yes. Wheat would go to Sydney. Stock would probably go Sydney way, too, and a very good revenue would be obtained.

122. Do you know the Tuppall estate?—Yes. There is good land there, and there is also good land to the north.

123. Does it extend to the Billabong?—No, not quite. As you reach Jerilderie you enter plain land. It is, however, mostly wheat-growing land right through. I have a long experience of wheat-growing in the Goulburn valley.

124. How does the land within the influence of the proposed railway compare with that which you knew in the Goulburn valley?—I consider the land here is much better. When I left Victoria, ten years ago, land there was offered for sale at £16 per acre. It was afterwards sold at about £18 per acre.

125. How much wheat land are you cultivating?—200 to 250 acres.

126. Do you use artificial manure?—Yes, as we believe we get better results by doing so. We have got good results without manure, but it pays to use it. Our average crop is about seven bags.

127. What is the sale value of land along the route of the proposed line?—About £6 per acre.



*Witnesses*—M. P. Fernaughty, M. Carrigan, and A. W. Sleeman, 27 July, 1923.

128. Have you a few sheep?—Yes, we have to run a few sheep.

129. How much wheat is produced along the route of the proposed line further than 10 miles from Jerilderie?—Not a great lot is produced once you get 14 miles out, but 6 miles from Jerilderie a good deal is grown. Last year 10,028 bags were delivered at Wunnamurra siding and 22,000 at Mair Jimmy siding. Practically all that wheat came from the west side.

130. Do the farmers do their own wheat-carting?—Pretty well.

131. What does it cost for cartage?—12 miles out you would pay from 1s. to 1s. 3d. a bag. 6 miles out farmers would cart their own wheat.

132. Do you know the forest country within the influence of the proposed line?—Yes, between here and Pine Hills. It is nice, virgin, loamy soil, suitable for wheat. It is fairly well timbered with pine and box, and is land easy to clear. I favour a line from Jerilderie tapping the soldiers' settlement.

Michael Carrigan, farmer, near Jerilderie, sworn, and examined:—

133. *Chairman.*] Do you agree with the suggestion that a line running slightly south from Wunnamurra would open up more land for agriculture than would either the direct route or a line from Finley to Deniliquin as referred to the Committee?—Yes.

134. How would you describe that country?—It is timber country—pine and box—suitable for mixed farming.

135. What area do you hold?—1,100 acres. I grow wheat. My average yield is from 20 to 25 bushels. I grew wheat on new land without manure for the first two years. I use a small percentage of superphosphate.

136. Could you, by the use of artificial manure, maintain an average crop of 20 to 25 bushels to the acre?—Yes.

137. Where do you cart your wheat?—To Wunnamurra. I do it myself.

138. How would you describe the country 6 miles from Wunnamurra in the direction of Deniliquin for 25 miles?—As practically all agricultural land. The good land extends right through to Deniliquin.

139. Would a line from Jerilderie or Wunnamurra serve the greater portion of that agricultural country?—Yes.

140. In a statement submitted to the Committee in 1911 by the Chief Railway Commissioner there is the following paragraph:

Having travelled through the agricultural land lying between Finley and Deniliquin and Jerilderie and Deniliquin I am of the opinion that the location of the proposed line could be materially improved in the interests of existing and prospective settlement by making the connection between Finley and Deniliquin instead of Jerilderie and Deniliquin. Such a line would fully serve the whole of the agricultural land, and would, in the first instance, pass through the centre of the recent Government resumption of 50,000 acres of the Tuppal estate. It would also be a feeder to the proposed line between Finley and Tocumwal, giving the producers the option of the Victorian markets from the nearest and cheapest point of connection.

Do you agree that the Finley towards Deniliquin line would better serve the good agricultural land to be served by either or both lines than would the Wunnamurra connection?—No; not as well as a line from Wunnamurra, because a lot of that country is within touch with the Finley line, and a great deal of this country is not in touch with it.

141. Look at the direct line from Jerilderie as shown on the map; how would you describe the country north of that to the Billabong?—A good deal of it is low-lying.

142. Do you favour swinging the line a bit south?—Yes, I think it would serve better country. A line from Wunnamurra siding would pass through the whole of the good agricultural land.

143. Would the Wunnamurra suggested line serve that portion of the soldiers' settlement not now served by the Finley line?—Yes, I think so. The great disadvantage of the farmer is having to haul wheat over long distances.

That is why I moved nearer the railway. I grew wheat 14 miles from the line in the Finley district, but found it too great a handicap. I came from the Rochester district.

144. Do you believe that the land to be served by the suggested Wunnamurra deviation is better, irrespective of price, than the land in the Rochester district?—Yes, I believe the land between Wunnamurra and Deniliquin is as good as the Rochester land. The selling value of the land here is from £4 to £6 per acre, but want of a railway is the great drawback.

Arthur Westlake Sleeman, farmer, South Corree, sworn, and examined:—

145. *Mr. Travers.*] Have you a large holding?—About 3,500 acres. It is not all in one block. My place is about 7 miles from Jerilderie. A line from Finley would pass through the Faulkner closer settlement area of 60,000 acres made available some years ago, on the further side of which is the soldiers' settlement. A line from Jerilderie or from Wunnamurra siding would serve land equal to any on the Tuppal estate. It would open up about 80,000 acres of agricultural land which the Finley line would not touch. It would also serve the soldiers' settlement. I have grown wheat in this district since 1886. When I first came to Riverina I was told that this land would not grow wheat. There is a tract of Corree country which would not be served if the line went from Finley. That land is equal to any on Tuppal. Land on the Billabong carries in quality.

146. How far would the nearest point of the 80,000 acres to which you have referred as being untouched by the Finley line be from that line?—18 miles. About 6 miles north of the proposed line through to Deniliquin the land is good.

147. Is that 80,000 acres all good agricultural land?—Yes.

148. Where does the better agricultural land lie—north or south of the proposed line to Jerilderie?—I would not say there is any difference in it.

149. If a line were constructed from Wunnamurra siding would any good land further south be left out?—A very small proportion.

150. Would the line you suggest serve the greater portion of the good country that would be served by a railway from Finley?—Yes, and it would serve the soldiers' settlement.

151. Of your 3,500 acres how much have you under wheat?—Up to 1,000 acres. We are working now from Wunnamurra siding, about 7 miles from my place.

152. What are your yields?—The average for about thirty-five years has been 20 or 21 bushels. Of recent years, with superphosphates, we have gone as high as 40 bushels, after fallowing.

153. Taking the whole of the country influenced by a line from Wunnamurra towards Jerilderie, 10 miles north and south, and excluding that portion of country served by the Jerilderie-Berrigan railway, what percentage of the land is suitable for agriculture?—The whole of it.

154. What would be a fair living area in that district within 10 miles of the line?—About 800 acres.

155. What would that land be worth per acre?—About £5. Its carrying capacity is one sheep to the acre.

156. Do you go in for fat lamb raising?—Yes.

157. Is it a standard industry here?—Yes. During the last two years, wool having gone up, a number of graziers have gone in for merino sheep. Before that many of them went in for fat lamb raising.

158. Where were they sent?—To Melbourne and Shepperton, and sometimes to Sydney. But lambs do not stand too well the long journey to Sydney.

159. Does any wheat grown in this district go to Melbourne?—No, to Sydney.

160. Is there any timber in the district suitable for railway purposes?—No. At Wakool there is some red gum.



*Witnesses*—A. W. Sleeman, J. R. Firth, M. D. Horgan, and G. D. Theakstone, 27 July, 1923.

161. Have the settlers in the district difficulty in getting water?—No. At 120 to 140 feet you can get water anywhere here.

162. Where does wool from this district go?—A great deal to Sydney and some to Melbourne.

163. Have any large estates in the district been cut up in the last five years?—Most of them were cut up prior to that. Coree was cut up in 1911.

164. Would the line you suggest serve a great portion of the soldier settlement area?—It would serve the whole of it. The furthest point would not be more than 5 miles away.

165. Would such a line serve it as well as a railway from Finley?—Yes.

166. Into what areas was the Coree estate subdivided?—6,000 to 8,000 acres for grazing and 640 to 1,000 acres for agriculture. Some blocks were smaller.

167. What were the 200-acre blocks used for?—I think they were tacked on to other holdings.

168. *Mr. Doe.*] Where does your superphosphate come from?—Port Kembla.

169. *Mr. Burke.*] Is it extensively used in the district?—Yes. Superphosphate is carried here for 10s. a ton. Freight on superphosphate from Melbourne to Jerilderie and from Port Kembla to Jerilderie is about the same. It is really in favour of Port Kembla.

170. *Mr. Doe.*] Would a railway from Port Kembla to Moss Vale benefit you in regard to the carriage of superphosphate?—Yes.

171. *Mr. Travers.*] How far out from Jerilderie is wheat being grown?—Right through to Pine Hills, but not in large quantities. We consider that 12 miles is quite far enough to cart wheat.

172. Is the country west of Jerilderie and Berrigan fairly well cultivated?—Yes. Finley has no water supply for locomotives. They have to get water at Tocumwal and at Jerilderie.

James Robertson Firth, tailor, Jerilderie, sworn, and examined:—

173. *Mr. Burke.*] How long have you resided in the district?—Over twenty-nine years. The country south of Coree is some of the finest in Australia. I favour the building of a railway from Wunnamurra, rather than from Jerilderie, towards Deniliquin. It would go straight into the agricultural land. By opening up the country from Wunnamurra a large area of land would be served which would not be served by the Jerilderie proposal.

174. Do you endorse the evidence of the previous witnesses?—Yes, I believe the line would become a national asset.

Michael Daniel Horgan, grazier, near Jerilderie, sworn, and examined:—

175. *Mr. Doe.*] How much land do you hold?—3,000 acres. The country between Wunnamurra siding and Pine Hills is suitable for wheat-growing and closer settlement.

176. Would a line from Wunnamurra siding, running practically straight to Deniliquin, touch the centre of the Pine Hills district?—No, with a slight deviation south it would.

177. Would it then benefit the soldiers' settlement?—Yes. It would influence the land in the parishes of Coree

South, Booraboorilly, and Currabunganung. All of that land is suitable for agriculture. It is as good as any wheat land in New South Wales, being rich, loamy country, easily worked.

178. What is the cost of clearing that land for the plough?—About £1 per acre. It would average about 15s. per acre. Its present value is about £4 10s. per acre.

179. Have you experience of wheat-growing in this district?—Yes. I have worked as a farm hand, and have grown wheat.

180. What is a fair living area in your district?—About 1,000 acres.

181. Are many people growing wheat in your district?—No. The seasons have not been favourable. I have sufficient land to keep me as a grazier. I would say take the line off at Wunnamurra.

182. In the event of the line going from Jerilderie you are of opinion that it should not go direct to Deniliquin, but that it should swing a little south so as to pass nearer the Tuppall Soldiers' Settlement and the Pine Hills country?—Yes.

183. If the expense of taking off at Wunnamurra is not too great from an administration standpoint you prefer that it should go from there?—I do.

George Dodston Theakstone, farmer and grazier, Jerilderie, sworn, and examined:—

184. *Chairman.*] Where is your property situated?—Six miles south-west. I prefer a railway from Wunnamurra siding. It would save 30 miles trainage to Sydney, and it would run through as good, if not better, land as that along the proposed route from Finley, and also make about 25,000 acres of first-class agricultural land available for closer settlement. The owners are prepared to subdivide.

185. The Railway Commissioners previously pointed out that a line from Wunnamurra would skirt only the northern edge of the good agricultural country, and I notice that in 1916 Mr. Uphill, station manager, who knows this district well, stated in evidence that he agreed with that opinion. Do you agree with it?—No. Along the proposed route there is good agricultural land on both sides. On the old survey it was mainly to the south.

186. I take it you are of opinion that a line from Jerilderie or a little south to Deniliquin would not merely skirt the northern edge of the good country?—No. The proposed line runs through good agricultural land on both sides.

187. Do you consider that a line starting at Wunnamurra and swinging slightly south would enter the heart of the agricultural country?—Yes. According to the map it should serve the soldiers' settlement fairly well.

188. Do you agree that if a railway were constructed from Finley to Deniliquin a considerable area of good agricultural land to the north would be deprived of railway facilities?—Yes, although it is a matter of distance. By the Finley line all the country north-west would be left out.

189. Is any wheat trucked at Jerilderie?—Nearly all the wheat grown south is trucked at Wunnamurra and Mair Jimmy sidings.



FRIDAY, 3 AUGUST, 1923.

Present.

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.

BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Jerilderie towards Deniliquin.

Charles Austin Hodgson, Chief Traffic Manager, Department of Railways, sworn, and examined:

190. *Chairman.*] Have you any statement to present to the Committee?—Yes, as follows:—

On the 6th November last I reported to the Commission that the length of line from Finley to Deniliquin would be 36 miles 14 chains, estimated to cost £180,000, the ruling grade being 1 in 110 and the sharpest curve 20 chains radius.

A map was forwarded showing that within a distance of 10 miles of Finley 24,635 acres of land were purchased by the Government in the year 1910 for closer settlement purposes, and disposed of in eighty separate farms of an average value of £2,016 7s. 6d., and that in 1917 a further purchase was made by the Government of 23,434 acres, upon which forty returned soldiers were settled, the average value of the farms being £2,494 10s.

I did not favour the proposal to serve the area indicated by the construction of a line from Finley to Deniliquin as the proper connection of Deniliquin with New South Wales railways should be made *via* Jerilderie, and as such connection would serve the area under review, I expressed the opinion that if railway facilities were to be given it should be done by constructing 25 miles of the proposed Jerilderie-Deniliquin line, which will form part of the through connection that will undoubtedly be wanted later on.

Basing the estimated cost at £5,000 per mile, the financial statement for a length of 25 miles would work out as follows:—

Estimated cost of construction .....	£125,000
Interest on above at 5½ per cent. ....	£6,875
Working expenses .....	5,000
	12,475
Estimated revenue .....	7,000
Difference .....	£5,475

As previously stated, the estimated cost of a line from Finley to Deniliquin (36 miles 14 chains) was given as £180,000, but in regard to the financial aspect of the two proposals, my opinion was that, although the line from Jerilderie for a length of 25 miles, plus 22 miles to make a through connection with Deniliquin (if it be decided to give Deniliquin railway communication) would be 11 miles longer than the line proposed from Finley to Deniliquin, the results of working would not be adversely affected by the increased distance, having regard to the proper connection to serve the New South Wales system, apart from local considerations.

191. When we were taking evidence in the country a suggestion was thrown out by a number of the witnesses that a better taking-off point would be Wunnamurra. It was suggested that a line from that point, swinging out somewhat, would more easily divide the mixed-farming country than a direct line from Jerilderie in the direction of Deniliquin?—There is not a great deal in that suggestion, because Wunnamurra is fairly close to Jerilderie. It would probably be found better to take-off at Jerilderie and sweep round so as to carry out what the local people want. If the take-off were at Wunnamurra we should have to make additional junction arrangements, whereas we now have a junction staff at Jerilderie. There is no reason why the line should not follow very much the same track as the local residents ask for. Their object apparently is to bring the line a little further south, and it would not be advisable for the line to go so far south that it would come within the influence of the Jerilderie-Berrigan line. The district south of Jerilderie, towards Berrigan, is already served by that line. What they want is a line from Jerilderie to Deniliquin, dipping a little further south. If the line from Jerilderie were brought round in a southerly direction from the route

shown it would do what the local residents want. The piece of land immediately to the west of the Jerilderie-Berrigan line is already served.

192. Do you know the country well enough to offer an opinion on this point. The local residents say that between Tuppall Creek on the south and the Billabong on the north there is a certain area of land suitable for mixed-farming. Eight miles south of the Billabong the country is not suitable for farming, and on that account it is thought that a direct line from Jerilderie would only skirt the more northerly portion of the good mixed-farming country. Is that so?—I would not like to say anything against that view. I know the country about Coree. I have been out there and know what a beautiful place it is.

193. Are you acquainted with the previous history of this proposal?—I have not looked it up.

194. In 1914 and 1916 Mr. Harper and the Chief Commissioner, then Mr. Johnson, both favoured the line from Finley towards Deniliquin as against Jerilderie as a taking-off point?—That may be so. My view is that the connection should be made from Jerilderie, and the Chief Commissioner has concurred in the report I have submitted to him. If, later on, there is a connection made from Finley through to Deniliquin the people who want to get to Narrandera or Hay will be penalised by having to go through Finley. The people who want to get to Victoria from Finley already have a connection with Tocumwal, but anyone wanting to go to Echuca, for example, would not want to be taken all the way round by Berrigan if they could get a direct route from Jerilderie to Deniliquin. Any longer distance they might have to travel would have to be paid for according to the additional mileage.

195. You suggest that the proposed line should be constructed for a distance of over 25 miles at present?—Yes. There is already a connection with Victoria via Tocumwal. I do not think the time is ripe for another connection via Deniliquin, but I think it will certainly come, and when it does come it should be made via Jerilderie. If at any time we get rid of the break of gauge it will make a great difference to that area.

196. Do you think the traffic will go to Melbourne?—Undoubtedly. If I were there that is the way I would send my traffic. The break of gauge makes all the difference.

197. *Mr. Drummond.*] At the previous inquiry in 1914 you stated:

Having travelled through the agricultural land lying between Finley and Deniliquin, and Jerilderie and Deniliquin, I am of the opinion that the location of the proposed line could be materially improved in the interests of existing and prospective settlement by making the connection between Finley and Deniliquin instead of Jerilderie and Deniliquin. Such a line would fully serve the whole of the agricultural land and would in the first instance pass through the centre of the recent Government resumption of 50,000 acres of the Tuppall Estate. It would also be a feeder to the proposed line between Finley and Tocumwal, giving the producers the option of the Victorian markets from the nearest and cheapest point of connection. The proposal between Jerilderie and Deniliquin as submitted to me merely skirts the northern boundary of the agricultural land, and from a financial point of view would not be nearly so satisfactory as the line suggested from Finley.

Has your subsequent observation caused you to alter your opinion?—I can only explain that conditions have been



Witness—C. A. Hodgson, 2 August, 1923.

very considerably altered since then, as I daresay you are aware, in connection with the desire to open up the Riverina to the Victorian railways. At that time—1914—the policy was to keep the trade in the State, and it was not the policy of the Railway Commissioners to encourage traffic from New South Wales to go to Victoria. That somewhat provincial spirit has disappeared, and it is recognised that the producer should be given the benefit of the nearest market. As the members of the Committee are aware, railways are to be built from the Murray into New South Wales on the Victorian gauge, and this will have the effect of causing the whole of the traffic from the districts affected to pass into Victoria. The opening up of the connection via Tocumwal is another example of the change of policy. If we wanted to keep our trade within the State we would not connect up with Deniliquin, but I am looking further ahead than that. I realise that it will become necessary to make a connection with Deniliquin in order to give access to Victoria via that town. This being so, one has to look at matters from a somewhat different standpoint.

198. If the proposed line were constructed from Finley, instead of Jerilderie, to Deniliquin it would assist the interstate trade to a greater extent?—No, I do not think so. On the other hand it would penalise interstate trade. Anyone wanting to send goods direct from the Riverina—from, say, Jerilderie, Narrandera, Hay, Grong Grong, or Coolamon to Victoria would have to pay the additional mileage.

199. In what way would it be more advantageous to send goods from Grong Grong or Narrandera via Deniliquin rather than via Finley to Tocumwal?—That would all depend. If all the traffic is going via Tocumwal there will be no need to connect up with Deniliquin, but I look forward to the time when a trunk connection with Deniliquin will become necessary, and we should not be placed in the position of having first built a line from Finley and then having to subsequently build a line from Jerilderie to give us a through run. I am trying to look upon the railways of Victoria and New South Wales as merely railways of Australia.

200. In view of the statements made by witnesses in the country closely tallying with the statement made by you in the evidence given in 1914 that the best agricultural land lies directly between Finley and Deniliquin, where a line would equally divide the good lands, whereas if the line proceeds beyond the 10 miles direct north inferior land will be tapped, do you not think that if as suggested by the Chairman the take-off were a little lower down and the line were to strike the proposed line from Finley to Deniliquin near the Tuppal Soldiers' Settlement, the new railway would serve the land lying to the south towards Tuppal and avoid some of the stiff country to the north?—I have not the slightest objection to that. I understand that that would meet the views of the local people. If the people who are farming on the soldiers' settlement about half-way between Finley and Deniliquin have to send their traffic to Finley and then to Berrigan they will have to pay more than if they can avail themselves of a direct line from Jerilderie. They will have to pay the increased mileage all the time.

201. *Mr. Burke.*] You are of opinion that apart from the passenger traffic a line running direct from Jerilderie to Deniliquin would serve the whole of the country between that point and the Murray?—Yes. Of course the Murray traffic will undoubtedly be taken over the river.

202. How much of the country intervening away from the 10 or 12 miles limit would fail to be served if the line were built from Jerilderie to Deniliquin?—It is not suggested that the line should be built as shown on the plan, but that it should dip towards the south. A suggestion has just been made that the line should run in a south-westerly direction, strike the Finley-Deniliquin route, and then run on.

203. Would that ensure that the whole of the area would be fairly well served?—Yes. The direct line from Jerilderie to Deniliquin would run along the northern border of the good land. If I were to look at this matter from a purely provincial point of view I might say that it would be well to take the line from Finley, but I am looking upon the proposed railway as part of a future connecting link.

204. Your preference for the Jerilderie route would be much more impressive if you could say that the line would serve a better tract of good country?—I cannot say that it would serve a better tract.

205. You are looking at the line from the standpoint of its usefulness as a linking-up medium?—No, I am not. The first thing we have to do is to give accommodation to the settlers who have been put on the land by the Government. The proposed line will give them railway access. The second thing we have to consider is the making of a proper arrangement so that in the future we may give access to Deniliquin. The soldiers who have been settled on the land will require to send their produce to market, and they will be able to send it direct to Jerilderie, thence to the seaboard, or via Jerilderie, Finley, and Berrigan to Tocumwal.

206. The Finley line would serve the soldier settlers, but the charges would be heavier?—Yes; heavier than if we give them a direct line.

207. You are considering the two factors?—Yes.

208. *Mr. Travers.*] If the line suggested from Jerilderie working south towards the soldier settlement is constructed will your traffic figures be appreciably affected?—I do not think so. It may affect the cost to the settlers who will not have such a long cartage.

209. Would you expect to get better traffic mile for mile?—I do not think our receipts would be affected very much.

210. The line would be somewhat longer if the suggestion is carried out?—Yes, a little bit.

211. What is the nature of the trade you would expect between Riverina and Victoria if the line were carried on to Deniliquin?—Quite likely wheat and stock going to the Melbourne market.

212. Under present conditions does any wheat from Narrandera or Grong Grong find its way to Victoria?—Practically none—that is on account of the break of gauge. If there were a uniform gauge wheat would be sent from these places to Victoria.

213. You would have the same trouble at Deniliquin in regard to the break of gauge?—I quite agree that there would be the same trouble until a uniform gauge is introduced.

214. Then the traffic prospects in the respect I have mentioned would have to be held over until the gauges were made uniform?—Yes, with regard to wheat.

215. You have not given us any figures relating to the traffic prospects. Looking at matters from the parochial point of view would you expect to get better traffic results from a line from Finley to Deniliquin than from a railway taking off at Jerilderie?—I do not think we would. We might possibly in the future, but not at present.

216. When you were previously giving evidence you said:

The Chief Commissioner favours an extension from Finley ultimately to reach Deniliquin, as such a line would create the most development and earn at least 30 per cent. more revenue than the one suggested from Jerilderie.

Yes. The Commissioner was looking to the future.

217. The country has not altered?—No. It stands to reason that if you have a belt of good agricultural land and you run a railway through the middle of it you are likely in the future, when the land is cut up, to get more traffic than if the line were run along one boundary. The most admirable arrangement for a railway line is to have good agricultural land on both sides.

218. The recommendation of the Chief Commissioner was that the line from Finley should be extended only



Witnesses—C. A. Hodgson, 3 August, and A. Wilson, 26 September, 1923.

about 12 miles out towards Tuppall?—Yes. At that time the question of connecting up with Deniliquin was not favourably regarded, as it was looked upon as a means of diverting traffic from New South Wales to Victoria.

219. You are not in favour of the connection with Deniliquin until such time as we have a uniform gauge?—Practically so.

220. You have already stated that no wheat finds its way at present from Finley to the Victorian border?—Exactly. There is no through rate for wheat being sent to Victoria. The rate is cheaper for wheat sent to Sydney than for wheat sent towards Victoria. If you send wheat from New South Wales you have to pay the local rate to the border. That is only a short distance, and the short-distance rate is higher per ton per mile than the long-distance rate.

221. Are you expecting to get much traffic from the western end of this line if it stops 25 miles from Jerilderie or within 22 miles of Deniliquin?—No.

222. Does the wheat grown 15 miles to the eastward of Deniliquin go to Victoria?—I do not know that any wheat is grown there, but if it were it would go to Victoria. Deniliquin is looked upon as a Victorian town, and the extension of the line to Deniliquin would not bring us

much traffic, because that town is so favourably situated with regard to Melbourne that we would have no prospect of successfully competing.

223. *Chairman.*] Local witnesses pointed out that there would be a fair traffic in stock from Deniliquin?—Stock traffic is a very difficult thing to estimate, because it does not follow any definite lines, as is the case with ordinary traffic. It is not like wheat. You know where wheat is going, whereas you cannot say the same with regard to stock. The traffic depends upon so many considerations. Sometimes stock will flow towards Melbourne and sometimes elsewhere. That is so in regard to fat stock, and my remarks apply even more forcibly to store stock which is sent wherever required regardless of distance. If Reverina graziers want to stock up they may get stock over from Victoria, whereas if there is a good market for stock in Victoria and they want to get rid of what they have in order to avoid losses through drought or owing to other considerations the tide will set in from this side to the other side of the Murray. You cannot lay down any hard and fast rules in regard to stock movements. Everything depends upon the weather, and upon whether there is a surplus or a shortage at a given point. It is likely that there will at times be considerable movements of stock.

WEDNESDAY, 26 SEPTEMBER 1923.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.

BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Jerilderie towards Deniliquin.

Alexander Wilson, stock and station agent, Sydney, sworn, and examined:—

224. *Chairman.*] The Committee has before it two routes for consideration: one from Jerilderie towards Deniliquin, and the other from Finley to Deniliquin. You have a pretty extensive knowledge of the district?—Yes, I have known it over fifty years. I lived there a good many years, and represented the district in Parliament for many years. The suggestion I wish to make is that the line should go from Finley, approach Deniliquin from the south, and cross the Edwards River above the town. Another reason I favour that proposal is that I feel certain Berrigan should be connected with Henty in the near future. That would be the natural route through from Sydney. Another reason is that it would pass quite close to Oaklands, where they have discovered what appears to be a useful seam of coal. The line would be practically on a dead level. One reason why I suggest keeping lower down is that the nearer you keep to the Murray water system the more agricultural land there is. By keeping north you get on to the wet, cold plain, and the same thing would apply approaching Jerilderie. I have seen 6 or 8 miles of that plain under water for some time in the wet season. It is practically all agricultural land, and there is a considerable area of land south of Tuppall Creek fit for dairying, some of which is liable at times to inundation. It is very fine grazing country, and there is some agricultural country as well.

225. Is it not a fact that the closer you go to the creeks or rivers, the more unsuitable the soil is for agriculture, and the more suitable it is for grazing?—When you are right on the western country, that is so. For instance, along the Billabong and Edwards, the frontage is nearly all cold wet soil; but it is not the case near the Tuppall Creek, which is good arable land right to the creek, where it is not actually liable to inundation.

226. Do you suggest that your route going further south will tap more agricultural country than a direct line from Finley to Deniliquin?—There is very little difference except in the approach to the town. By taking a line for the Deniliquin-Moama railway to the north of the town, there is a considerable area of land liable to inundation, and there is a big creek as well as the river to cross. By crossing south of the town you would get over at one go, and there would be good hard dry land on both sides. It ought to save a good deal in getting into the town. As a matter of fact, it would bring the railway station into Deniliquin, where I think it ought to be. At present it is out to the west of the town.

227. With respect to your further reason that there should be an extension from Berrigan towards Oaklands, are you aware that an arrangement has been arrived at between the New South Wales Government and the Victorian Government for railwaying that portion of the country near Oaklands on the Victorian gauge by an extension of the Victorian system from Mulwala or Yarrawonga?—Yes. But that would not affect the general principle of tapping the coal, because if that place is to become anything it will be the main junction. There would be the line to Victoria, the line to Urana, and the line running east and west through it.

228. Where would the Berrigan-Oaklands line provide a market for the Coorabin coal?—It would go to Deniliquin and into Victoria by that route, and the further contemplated lines towards Balranald and the west; it would bring them within very much easier reach of the coal.

229. Do you think the district could stand two lines—one from the Victorian border on the Victorian gauge up to Oaklands, and another from Berrigan to Henty?—I think so. That country will be very closely settled before long. It is country which will easily keep a family on 640 acres. Some of it will keep a family on less than that area



Witness—A. Wilson, 26 September, 1923.

with the improved methods of farming in operation to-day. It has one of the most reliable rainfalls on the wheat area that we have in the State. From the rainfall map of the last week or month, it will be seen how frequently the showers have fallen on the area of country lying between Deniliquin and Wagga. The rainfall is not very much greater than it is in other areas where they are growing wheat, but it comes at a time when it is wanted for the crops, that is between April and October.

230. Have you considered how much lengthening in the line would take place if your route were adopted from Finley to Deniliquin?—I think it would be a mile or perhaps two miles shorter.

231. In going south to Tuppall, it certainly looks as if it would lengthen the line?—I do not suggest going anywhere near Tuppall, but simply to deflect the line so as to approach the town from the south.

232. You think it would save extensive construction near the town?—Yes. It would be an easier approach to the town, and the land through which the line would pass is all suitable for cultivation, whereas several miles on the northern side it is a wet plain.

233. That is on the proposed line from Jerilderie?—And on the Finley line to a lesser extent.

234. *Mr. Travers.*] Of the two proposals before the Committee, I understand you favour the line from Finley to Deniliquin, with a certain deviation?—Yes.

235. What special advantage would accrue in linking up, say, Finley, with Deniliquin over the line as proposed from Jerilderie towards Deniliquin, a distance of 25 miles out from Jerilderie?—I cannot imagine any line going towards Deniliquin and not going to Deniliquin. To go 25 miles out would be simply absurd. It would be in the middle of nowhere. They are growing a certain amount of wheat there, but there is nothing to create new settlement.

236. What special advantage would accrue, if the line from Finley were linked up with Deniliquin, over the line towards Deniliquin, a distance of 25 miles out?—The advantage would be that Deniliquin is the county town for all that area, and I think that is a consideration which should always be kept in view, that the inhabitants have to go to the county town to transact their Government and land business. Deniliquin is a very old town. The population is as three to one between Finley and Deniliquin compared with what it is from Jerilderie towards Deniliquin.

237. Would there be any trading relations between those living on the Jerilderie-Finley line and those on the Deniliquin line?—I do not think so. They are all producing the same thing, and buying the same thing. It is simply a question of where they will buy and sell. There will be no inter-trade.

238. If the line were constructed, do you think any of the produce grown around Deniliquin would be likely to go across to Finley?—Not much. Wool and wheat are the main items of produce. There is a little dairying, but I do not know it is sufficient for their own requirements.

239. So that the construction of the line linking up those two systems would not result in any material alteration so far as trade matters were concerned over and above what exists now?—No. They are connected with Victoria via Tocumwal. That line would, in some cases, bring traffic from Finley and Tocumwal into Victoria by that route; they would have the alternative to go via Tocumwal, or via Deniliquin and Echuca.

240. Would there be much difference in the distance from Deniliquin to Melbourne compared with Finley to Melbourne?—It is a good bit shorter from Finley to Melbourne than from Deniliquin to Melbourne. The Victorian line from Echuca to Melbourne is somewhat devious. There has been an agitation going on in Victoria to get that big bend cut off by a line from Runnymede to Heathcote; I used to send wool to Tocumwal, and it is much the shortest way to Melbourne. As a matter of fact, a good many people go to Echuca and via Seymour to Melbourne instead of via Bendigo and Castlemaine to Melbourne. You can

leave Melbourne an hour and a half later going via Seymour, and arrive at Echuca in time to catch the same train to Deniliquin.

241. It has been suggested to the Committee, as one of the reasons against the construction of the line from Jerilderie towards Deniliquin, that the better country lies south of the proposed line, a good deal of which would not be influenced by the line from Jerilderie towards Deniliquin; do you share that view?—Very definitely. The further south you get towards the Murray the more arable the land.

242. Are you well acquainted with the country right through from Finley to Deniliquin on both sides of the proposed line?—Yes.

243. Could you say that most of the country within the influence of the Finley to Deniliquin line was suitable for wheat growing?—Yes, almost the whole way except that wet plain near Deniliquin.

244. Given railway facilities, what would you say would be a fair living area in that district?—The rainfall decreases definitely about every 50 miles as you go west; so that the further west you went, a little more allowance would have to be made; but on pretty well all the country from Henty to Deniliquin, 640 acres, with improved conditions, under a good-managing man, would be a living area. But it would not be nearly so good on the extension from Jerilderie.

245. What would you say would be a fair living area on the extension from Jerilderie?—One thousand to twelve hundred acres. Much of it is only good sheep country. Very many years ago, when the line was opened towards Jerilderie, wheat-growing was started, and a large area of the pastoral land was reserved. A mill was started at Jerilderie, and they were making headway. They also had a butter factory, but they did not continue to grow wheat there. I do not know whether the mill is working of late years; I think not.

246. You will notice that the line as marked on the map goes through the centre of a soldier settlement; would any advantage be served if the line were swung further south?—That is a small matter of detail. There may be some rather swampy patches here and there in that flat country, but there is no really swampy country. There is very little variation in the country. The water all flows to the west. The drainage from that country crosses the Jerilderie line and keeps between the Billabong and the Edwards River for a long way down until you get where there is hardly any flow in any direction.

247. It has been suggested by those who favour the Jerilderie to Deniliquin line, that if the line went from Finley towards Deniliquin, those who use the latter line would be handicapped by the extra haulage from Finley to Berrigan, and then from Berrigan to Finley; do you think that would be more than compensated by reason of the fact that the Finley-Deniliquin line would serve a larger area of good country than would be served by the Jerilderie towards Deniliquin connection?—Yes.

248. *Mr. Drummond.*] At present does the principal trade from Finley go through to Victoria?—I think it goes through Tocumwal to Seymour and to Melbourne.

249. I suppose by reason of its position, practically the whole trade from Deniliquin side goes to Victoria?—Yes. Nothing comes to Sydney except, perhaps, special stud sheep, and that sort of thing.

250. I suppose that under existing conditions practically all the merchandise comes from Melbourne to Finley or Deniliquin?—Yes.

251. So that practically the only trade carried on with Sydney would be the wheat trade?—Yes, and official and necessary travelling. People do business with Sydney to some extent.

252. In view of the fact that Melbourne is only about 160 miles distant I suppose there will be very little stock travelling towards Sydney?—It would depend on the season and the market. A great deal of stock goes through Tocumwal which has not come from beyond Finley or Jerilderie to any extent.



Witnesses—A. Wilson, 26 September, and J. A. Lawson, 1 October, 1923.

253. It would hardly be a paying proposition to send fat lambs 400 miles instead of 200 miles?—No, it would not be good business.

254. I mean in regard to the wastage, apart from the cost?—It is not good business to send fat lambs where they are more than twenty-four hours in transit. They would fad a good deal, and the expenses would mount up. There is a large frozen meat works at Deniliquin, but they have had very little to do. They have been working intermittently for many years. The seasons have been against them.

255. Then it would appear that the only connection for that part of the country would be one which would give access to Melbourne rather than to the north. They have got that already, both via Tocumwal and via Deniliquin. There would be a considerable amount of local production between Sydney and Deniliquin, I feel certain, because all the country is capable of dairying and a certain amount of cultivation. The unoccupied area, of which Tuppall is the centre, should be first-class dairying country.

256. If a line were constructed from Jerilderie and finished about halfway between Deniliquin and Finley, it would not confer very much advantage upon that area

which you describe to be the best agricultural land?—It would be the most foolish line of railway New South Wales has yet built if it stopped halfway.

257. Has it ever occurred to you that the line which would serve that area to the greatest extent would be an extension of the broad gauge from Deniliquin to Finley?—I do not think it would. It is too late in the day for that. Deniliquin is a place where there is possible justifiable break of gauge, but Finley would be in the middle of nowhere, so to speak, for such a break of gauge.

258. Would you not have the advantage of trucking to the western part of Victoria on the one gauge without a break?—That is very distant. That is only in a bad year, and not many people do it. They would do much better in that respect by going via Koondrook or Swan Hill and getting into more direct communication with the west of Victoria, instead of going down from Bendigo and Castlemaine.

259. Mr. Doe. Your suggestion is if the line comes in from the south of Deniliquin it will give a better and cheaper approach?—That is my idea without having made any further consideration of the subject.

#### MONDAY, 1 OCTOBER 1923.

[The Committee met in the Municipal Council Chambers, Deniliquin.]

Present:—

The Hon. W. T. DICK (Chairman).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.

DR. J. HENRY DRYMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Jerilderie towards Deniliquin.

Joseph Alexander Lawson, representing the Victorian Producers' Co-operative Company, Deniliquin, was called and examined:—

260. *Chairman.* What does the body you represent comprise?—The shareholders are principally landholders who have organised in order to handle their own produce.

261. Are the members of the Association residents and producers in New South Wales?—New South Wales and Victoria. I have land which is situated 6 miles out on the EchUCA road. I am also secretary of the Farmers and Settlers' Association, which is an altogether different body to the Producers' Co-operative Company. At a meeting of that Association it was decided to support the Finley to Deniliquin route. After the 1914-15 drought I started on my own account on the land. There was practically no fodder or seed wheat to be obtained in Victoria; it had to be carted from northern New South Wales. The expense and loss through the delay in bringing that fodder and seed wheat around via Albury to here was tremendous. Wheat which I ordered in June did not arrive until August, and had it not been that I was able to procure seed wheat from my father, I would have lost all my crop that year. We are getting the bulk of our fodder from Coolamon, and along that line, and the delay was dreadful. It had to be rationed out at £14, £15, and £18 a ton. The result was a large number of stock were lost. If there had been a direct line, the stuff would have been there in half the time, and at less expense. I think in that year alone the line would have paid for itself in the saving of stock that would have resulted. In 1919 the position was reversed. In Victoria and this part of the Riverina the season was good; but in northern New South Wales it was bad. The New South Wales Government purchased seed wheat here and towards the EchUCA and Mathoura line. It had to be trucked round via Albury, and that entailed additional expense. There was more wheat brought into Mathoura, a little station, than to any other station in New South Wales, and it all had to be taken round via Albury. The

same thing applied to fodder. So that I think from a national standpoint, it is absolutely necessary that Deniliquin should be linked up either via Finley or Jerilderie, so as to save starving stock by bringing fodder to them.

262. In a time of drought, when you require wheat, what would be the cost of carriage of that wheat from either Jerilderie or Finley to Deniliquin by road?—That would make it out of the question.

263. How often would contingencies of the kind you mention happen in a period of ten years?—I think they would be nearly certain to happen twice.

264. In other parts we have had evidence that at times when droughty conditions prevailed west of Deniliquin, that at Jerilderie and towards Narrandera there is plenty of feed. Have your own observations led you to the conclusion that a line of this kind if constructed would be the means of saving a considerable number of stock west of Deniliquin?—I am certain it would.

265. Can you give us an instance?—In the 1914 drought stock which was sent to relief country from Deniliquin and west of it to the northern part of New South Wales, which was the best part of Australia at that time, had to be conveyed round by Seymour and Albury. Being many days and nights in the trucks played havoc with the stock. A lot of owners considered the journey too far, and would not send their stock; but if there had been a short cut across, they would have sent them this way.

266. Was the country about Narrandera at that time suitable for depasturing starving stock?—It was in the early part of the drought—up till November, 1914. After that they had to be sent further north.

267. Was there much stock lost west of Deniliquin that year?—The losses were dreadful. I knew practically the land from the Pine Hill homestead and the Soldier Settlement to Deniliquin, and every acre of it is agricultural land.

268. Is agricultural development being hampered in this district for want of railway communication—either towards Deniliquin or towards Jerilderie?—Yes. With



Witnesses—J. A. Lawson and G. Evans, 1 October, 1923.

the price of wheat getting down to pre-war rates, land-owners will not grow wheat when the expense of carting is so great. When the price of wheat was high, they could do it. It is absolutely necessary, if the land is to be cultivated, to have the railway.

269. Assuming the line were constructed from either of the two points, Finley or Jerilderie, would the wheat go towards Sydney or Melbourne?—It should go to Melbourne. But if the line is constructed, having the New South Wales gauge, probably the cost of re-trucking it with the break of gauge would force it to go to Sydney. As the wheat from Finley all goes to Sydney, I presume that the wheat from Pine Hills would also.

270. Where does the wool grown on the area along the two proposed routes generally go?—I think about half goes to Sydney and half to Melbourne at present.

271. Would the districts which would be served by the proposed lines lend themselves to the fat lambs trade?—They would greatly assist the fat lamb trade. Sometimes the Sydney market is shillings better than the Melbourne market, and that trade would go to Sydney. Sometimes the Melbourne market is better. We would have the choice of two markets.

272. What increase, in the area of land to be put under wheat, do you think would result from the construction of either of the two railways?—There should be an increase of at least 50 per cent. or 60 per cent. I would be absolutely opposed to the line being left 20 miles from Deniliquin. I think that would be against the interests of the community. Apart from the opening up of this land, it should be linked up from a national standpoint.

273. You regard the linking up as being the most important phase of the problem?—I think it is. On either route there would be tens of thousands of acres worth from £6 to £7 an acre.

274. What is the carrying capacity of that land for grazing?—The bulk of that area is a sheep or a sheep and a quarter to the acre country.

275. What do you regard as being a fair average return for wheat year in and year out?—We are getting a lot of Wimmera and Goulburn Valley men here, who have absolutely revolutionised our methods of farming. With the better methods of farming in operation here at present, we are getting from 20 to 25 bushels of wheat to the acre. We have had up to 35 bushels to the acre. This year there will probably be 35 bushels to the acre.

George Evans, agent and farmer, Deniliquin, sworn, and examined:—

276. *Mr. Travers.*] Will you make a statement with regard to the two proposals before the Committee?—If the railway came from Jerilderie via Pine Hills homestead to a point 25 miles out, and terminated there, I would oppose it. There would be no development under those conditions. I have suggested, as a member of the Council, that there should be a line constructed from between Jerilderie and Berrigan, about 8 or 10 miles from Wundamurra. I know that country well. On a previous occasion I gave evidence, and then advocated a line from Finley to Deniliquin. Conditions have altered since then. That was before the soldier settlement came into existence. The Government promised to give the men on that settlement railway facilities for the carriage of their wheat. There are other routes which would possibly pay better than the direct route from Finley to Deniliquin.

277. The proposed line from Finley to Deniliquin goes through the heart of the soldier settlement. Would that line, taking a 12 miles radius, serve all the good country between that point and Moulamein Creek on the north; and south towards the Murray?—Possibly it would. I would certainly say that would meet all the requirements as far as the soldier settlement is concerned.

278. Would a line from Jerilderie, 25 miles out, in the direction of Deniliquin, offer you any relief?—It would hardly be a fair proposition as far as the men on the

southern side are concerned. It would be some relief, but it would not be the relief that the extension right through would be to the settlement.

279. Do you know the country well between Finley and Deniliquin?—Reasonably well. I think it is some of the best wheat country in Australia.

280. Where is your area situated?—About 2 miles from the town. I have 252 acres. It is not on the route of the proposed line.

281. What would you say would be a fair area on which a man could get a decent living there?—I would say nothing less than 1,000 acres to maintain a family in comfort, and to give the boys, as they grow up, a reasonable chance in life. Some advocate 640 acres. I think it is better to err on the side of a larger than a smaller area.

282. Under present conditions, what would that cost per acre?—I was one of four valuers of the Repatriation Committee. We valued land on behalf of the Government. We valued eight blocks of land taken up on the Tuppall Soldier Settlement about 12 miles from Deniliquin at from £2 10s. to £5 5s. per acre. I think the Government accepted our valuation.

283. Would you consider that to be the fair average value of the wheat land in the district?—I think some of the plain land could be raised in value a little because experience has shown that fallowing and manuring land, which was looked upon in days gone by as being practically valueless from an agricultural point of view, to-day enables 8 to 10 bags of wheat to the acre to be obtained from it.

284. Where were experiments tried with regard to the plain country?—All over the place.

285. Is the soldier settlement land the pick of the district, or does it represent the fair average quality of the land throughout?—I would say it is the fair average quality land. Hartwood and Quiamong is the same quality land. It is all good land, but I would not say it is all capable of cultivation.

286. Taking 12 miles north and south of the proposed line from Finley to Deniliquin, would you say that practically the whole of that land was suitable for wheat growing?—There is a lot of land in Cornella which is too rich for cultivation. I have seen wheat 8 feet high there, with big heads on it. I would not say that country would be suitable for the plough.

287. We were told that there were about 6,000 acres on Cornalla Station sold which realised something over £9 an acre;—do you know anything of that sale?—It was so reported, but I understood there were many improvements on that land, and that it included the homestead. I think it would not be a fair basis of valuation.

288. Apart from the rich land, is Cornalla better than the soldier settlement?—I would say not.

289. It has been suggested if the line ran out about 20 or 25 miles from Finley, it would meet all requirements and serve all the good country;—do you agree with that?—I certainly think the line should go right through to Deniliquin. Take Mundiwa. I suppose there is hardly an acre of that land that would not come within the meaning of my reference to the poor plain land where formerly one bag of wheat was produced, three or four could now be produced. That would mean increased production, and it would give men on the land a chance of having two markets.

290. If the land were constructed 25 miles from Finley, would that not bring Mundiwa within its influence?—I suppose it would bring in a part of it.

291. If the railway were taken on to Deniliquin, what would be the nature of the traffic from Finley towards Deniliquin?—It would be of service, as was pointed out by Mr. Lawson, in times of drought. It is of advantage to local traders, enabling them to send produce to Sydney. It would be of service in connection with the despatch of fat lambs.



Witnesses—G. Evans and H. S. Schollick, 1 October, 1923.

292. Is there much wheat grown 10 miles east from Deniliquin towards Finley?—Not a great deal. It is mostly a grazing area. There are a few dairying propositions.

293. Is that land suitable for wheat growing?—Decidedly.

294. Can you assign any reason why cultivation has not been carried on on land within 10 miles of the Deniliquin line?—Many have gone out of cultivation and gone back to the cow; others have increased their area and gone back to wool. I suppose in many instances families have grown up, and the area they had was not sufficiently large, and they had to go in for something easier.

295. Does much wheat find its way under present conditions on the Deniliquin-Moama line and on to Melbourne?—I understand that our best year was roughly 100,000 bags from Deniliquin.

296. Would that be grown within a radius of 10 or 12 miles of Deniliquin?—Most of it would be from the western side of Deniliquin.

297. If the line were built from Finley to Deniliquin, would the flow of traffic be altered. Would the wheat which was grown on the western side of Deniliquin and now finds its way to Melbourne, go towards Finley to a destination in New South Wales?—I do not think so. Its natural market would be the other way, unless there were differential rates. That would also apply to fat lambs.

298. Is there a through rate to Melbourne for fat lambs?—I understand there is.

299. Is there any transshipment at Moama?—No.

300. Do you know whether that is satisfactory?—I think so.

301. In the event of Victoria exercising the right it has under the Border Railways Agreement, to take over the private line from Moama to Deniliquin, and making it part of the Victorian system, do you think that is likely to give further encouragement and stimulus to wheat growers in the district to use that line?—I think so.

302. If the line were constructed right through to Deniliquin, do you think the country 10 miles out from Deniliquin, which is being used for pastoral purposes, and not wheat growing, could be put under wheat?—I should think so, because it is very valuable land. It is essentially a wheat-growing proposition.

303. What is the carrying capacity of the country from a stock point of view?—It depends upon the area of the land. I will cite a case. I have 252 acres of land which is subdivided into three paddocks. That 252 acres subdivided and properly worked would carry more stock than 300 or 350 acres of land in one paddock. We have proved that time and again. The particular land you referred to in the large holding I suppose in ordinary seasons would carry a sheep to 2½ or 3 acres. Some of it would carry more.

304. What is the average yield of wheat in the district?—Fourteen or 15 bushels to the acre.

305. Generally the trade and financial relations of Deniliquin are with Victoria?—Nearly all.

306. Would that be in any way altered if the line were constructed from Finley to Deniliquin?—It would bring commercial travellers here, and competition would be keen, and the chances are that business would be opened up as in the days gone by.

307. Is there much traffic now between Deniliquin and Jerilderie?—Not a great deal.

308. Is any wheat grown 15 miles east of Deniliquin which finds its way to Deniliquin and Victoria?—Yes. We have been handicapped in that we have not a good weighbridge here. Some farmers would rather send their wheat to Finley, a distance of 4 or 5 miles further, than bring it here, because of the better facilities of handling their wheat which is afforded at Finley.

309. Would the construction of the railway encourage more wheat to go to Deniliquin to be subsequently transhipped to Melbourne; or would the market be Sydney?—

I think Melbourne would still retain the trade. If the line were constructed, it would help to raise the revenue of some of the non-paying lines. I think the productiveness of the country it would go through would help the Railway Commissioners from a revenue standpoint.

310. If the line went out as far as the soldier settlement, or a little further in the direction of Deniliquin, would that help the people in this district?—I suppose it would in travelling to Sydney; it would create traffic no doubt.

311. Do you think the line ought to go right through?—I do, most decidedly.

312. *Chairman.*] With respect to the rival routes: Assuming that both connected with Deniliquin, which do you think would be the better—Finley through to Deniliquin, or Jerilderie through to Deniliquin?—I would say the Finley-Deniliquin line. Whichever way the line goes, I feel satisfied it will fulfil the promise made to the inhabitants of Deniliquin.

313. What is the land worth that will carry a sheep to 2 acres?—£4 to £5 per acre.

Herbert Stonard Schollick, Windouran Shire Council, and station manager, Wanganella, sworn, and examined:—

314. *Mr. Mahony.*] Will you make a statement with regard to the two routes of railways under consideration?—At a meeting of our council a resolution was passed in favour of the railway being constructed to Deniliquin by the most direct route. We are interested if the line goes direct from Deniliquin to Jerilderie. It would serve us when taking sheep. A lot of our country is used for stud purposes, and a large number of rams are sent every year to Queensland. If we had a direct line from Deniliquin to Jerilderie, it would take all those sheep, instead of having to go via Hay and Jerilderie. If the line goes to Finley, which would take us through Berrigan and half-way round New South Wales before you got to Sydney, it would not interest us very much. We want a direct route for stock. We have been greatly handicapped because of the time it takes stock to reach Sydney by rail. Sometimes rams are in the truck for no less than three days, and arrive in Sydney in a terribly emaciated state. It has been a disadvantage, not only to us, but to Queensland breeders who buy sheep from us. If the line is constructed, it will mean that a large quantity of fodder would be brought into this district in times of drought. Last year we had only one place from which to draw our fodder—that was Victoria. We could not get enough teams to cart our fodder last year. If the line came through the farming area, it would enable us to draw our fodder from nearer home, and if they were suffering from drought conditions we could go farther afield to Narrandera instead of going to Victoria for it. We would have a much better command of prices if we had more than one market. I know the land fairly well between here and Finley. I have been in the district forty years. I managed the Deniliquin Station for some years and know that land pretty well. I consider if the line were taken from Jerilderie going slightly south from Pine Hills homestead, it would serve a great deal of the country which would be developed and opened up. I do not think there is any finer wheat land in Australia than that along this route. I do not agree with the evidence given by Mr. Evans. I think he is altogether wrong with regard to the carrying capacity of the country. The country between Finley and Deniliquin will carry in a good season a sheep to the acre to a sheep to 1½ acres. I know the Cornalla land fairly well. I have been through there for the last forty years, though I have not resided on it. I should not say that was wheat land at all. It is good land, very rich land. I consider it is suitable more for dairying than for wheat; it is fattening land. Comparing Mundiwa and Tuppal, I should say the Tuppal land is the better wheat land.

315. What is the area of the estate you are managing?—Thirty-two thousand acres. It is a stud sheep property. Our main market is Queensland.



*Witness*—H. S. Schollick, 1 October, 1923.

316. Could you not send your sheep to Moama and Melbourne, and then to Queensland by water?—We have never sent sheep that way. The rough sea trip to Sydney cuts that out.

317. You prefer the railway?—To Sydney, yes. I have suggested trying the Melbourne route and sending the sheep round by steamer. The Queensland buyers are not favourable to it, as they consider the sea trip to Sydney makes it prohibitive.

318. Have you many droughts?—We had a drought this year. I had 4,000 sheep away. I paid nearly £3,000 for feed agistment country at one place, and about £1,000 at another. I was getting from Victoria from 1,200 to 1,500 bags of oats a month. Sheep went up the Murray and had to be taken to Seymour and up to the Goulburn Valley. If this line had been built they could have gone over it.

319. If this line had been constructed you would have been able to save that loss?—I could have got my sheep away.

320. Where would have been the most suitable place to send your sheep to relief country?—Probably I would have sent them where I did.

321. From an agricultural standpoint, which of the two proposals under consideration is the better mile for mile?—Stopping 20 miles away would be of no use to us.

322. You want a deviation so that it will take in portion of the soldier settlement?—The soldier settlement should have a railway.

323. Do you know the country right through from Finley to Deniliquin?—Yes.

324. Are there any large estates within the influence of the proposed line?—I could not tell how much land there is. The enhanced value for wheat is going to make that land be cut up. It is not going to be occupied as sheep country, because the land is becoming too valuable. I think the construction of the railway will cause the land to be cut up.

325. Your Shire Council supports the line from Jerilderie right through to Deniliquin?—Yes.

326. Did your Shire Council know the proposal was to stop 25 miles out from Jerilderie?—No. We want the direct route. It is most important in stock traffic to get through as quickly as possible.

327. Is there any great trade with Victoria in stock outside that going from the estate you are managing?—Yes. There is a trade for fat stock. A lot of stock comes from the back country into Victoria. There is a big stock trade with Victoria.

328. A fair quantity of wool and wheat would go by that route?—Yes.

329. *Chairman.*] What are your annual sales?—About 2,000 rams and 1,500 ewes. The majority are sent to Queensland.

330. What reason do you urge for the deviation between the two lines?—It would still give us a direct line and serve more wheat country.

331. Is it not a fact that on the north of the proposed Jerilderie-Deniliquin line, what might be called non-wheat country comes in very close to the proposed route?—To the north it is not very good wheat country.

332. To the north of the proposed Jerilderie-Deniliquin line there is not a large area of country suitable for closer settlement?—No. As you get closer to the Billabong it is not so suitable for wheat. If the line went from Jerilderie in the direction of the Soldier Settlement, it would be a suitable proposal.

333. *Mr. Cameron.*] You sent a number of sheep away for agistment; where did you send them?—Tarramia.

334. How much oats did you use?—Between 300 and 400 bags a week, I think.

335. How long did that last?—From February till June.

336. Would it pay to feed ordinary sheep under those conditions?—I think so, at the price sheep are at present. If it pays to feed sheep at all, it pays to feed them well. I fed my sheep well and got 70 per cent. of lambs.

337. Under ordinary closer settlement conditions that would be almost impossible for ordinary settlers?—Their trouble is that they cannot get the money to pay for it. I have been feeding sheep for forty years, and the more I fed them the more I was convinced that it pays to feed sheep well, especially when sheep are worth as much money as they are at present. The ordinary flock sheep are worth 30s. to £2 a head.

338. What would be a living area for a small man in that country?—A good man could make a fair living on 1,000 acres of wheat land and have a chance to better his position in life, and give his family a start.

339. Is it necessary to have a reasonable area to maintain the standard of sheep at Wanganella. By cutting up the large estates there would be a possibility of losing the high standard of merino sheep?—I do not think there is any likelihood of the estate I am managing being cut up. It is entirely grazing country, carrying a sheep to about 4 acres. We require a fairly large area, because if we only bred a limited number of rams we would not be able to supply our customers with the numbers they require. Some properties require as many as 1,000 rams annually. This is not the only stud farm in the district. There are stud farms all round the Billabong. It is essentially stud country.

340. That applies more to the west of Deniliquin?—Yes.

341. You have droughts periodically?—Say one in every five years.

342. Would not the people along the suggested route find a ready market for their fodder by supplying people who have valuable sheep in the district?—Yes. If this line were constructed we would be able to draw our fodder from that farming country instead of going away for it. We buy fodder every year and in a drought we buy more. What applies to us would apply to others. We cannot grow fodder. In the last five years we have grown three crops and they have not been much good. It does not pay us to do it.

343. On the 1,000 acres which you regard as living area, they should go in for mixed farming?—Yes.

344. Where does the fat stock go from the stations out west?—To Melbourne, and the wool also. A certain portion of the fat stock goes to Sydney, but not a great deal. The export trade would naturally go to the nearest freezing works.

345. Whether the proposed line were constructed or not, Melbourne would still be the market for fat stock?—Yes.

346. The value of this line would be the closer settlement it would bring about, and the service it would render to the pastoral area further west?—Yes. It would put the country to which I have referred into its proper productive value. If the line is not constructed, it will stay as it is.

347. If there were a safe get-away in times of drought for the stock, it would be possible to carry more stock?—Yes.

348. *Mr. Drummond.*] Is the trend of trade mostly towards Victoria?—Yes.

349. That would mean if you built a line 25 miles out of Jerilderie, your trade to Melbourne would carry a disability charge of 41 miles; but you could save 22 miles to Sydney. Under those circumstances, which line do you think the Committee should recommend?—The direct Jerilderie line. The more direct route will make the trend of trade towards Sydney; it would otherwise go towards Melbourne.

350. Some witnesses have said that it pays them better to send their stuff to Victoria, even with the break of gauge. If the line were built to Jerilderie, would it assist in drawing trade to Sydney, or would it merely penalise those who were accustomed to sending their stuff to Melbourne?—I think it would assist to draw the trade to Sydney. I do not see how it is going to penalise it. If a man has 2 miles to cart his wheat, as against 30 or 40 to get it to Victoria, he would send it to Sydney.



Witnesses—H. S. Schollick, J. H. Patterson, jun., and A. C. Fitznead, 1 October, 1923.

351. *Mr. Burke.*] Your natural market is Melbourne at present?—Yes.

352. If the railway were built, your natural market would still be Melbourne?—It depends on how you are going to be served with the line. If it costs less to go to Sydney, we will send to Sydney.

353. *Mr. Drummond.*] Is there much travelling between Deniliquin and Finley at present?—I do not think there is very much.

John Hunter Patterson, Jun., grazier, Hartwood, representing the Conargo Shire, sworn, and examined:—

354. *Mr. Cameron.*] Will you make a statement with regard to the two lines under consideration?—The railway, which ever way it goes, will go practically through 40,000 acres of one riding. My property is north of the proposed line from Jerilderie to Deniliquin. My opinion is that the line from Jerilderie, or south of it at Wunnamurra, through to the Pine Hills homestead, on to Deniliquin, would be the most beneficial as a paying proposition, because it would run through good red farming land. It is not going to cut up any big estates, because the majority of the estates are already cut up. The land is in areas of from 1,000 to 5,000 acres, and could be turned to much more beneficial use if farmed as well as grazed. The trouble is that the carriage of wheat by team is too expensive, by reason of the distance. It would affect the southern portion of my property slightly. There are about 5,000 acres on the southern portion which I consider good farming land, and the rest of it I do not think is suitable. The area of my property is 38,000 acres. Before I came to this district in 1913, the southern portion of Hartwood was all sold—that is, 10,000 acres of it—in blocks of 5,000 acres downwards. The smallest is about 500 acres. Those men are all doing well. I suppose half of them are still grazing. The line to Pine Hills homestead would benefit the Soldier Settlement, and our Council considers it absolutely necessary that that settlement should be served. To make the Soldier Settlement a success, it must have a railway line closer than it is at present.

355. How far would that be from the Soldier Settlement?—About 6 miles from the northern boundary. The carriage of wool, and other produce, is 1s. 3d. a ton per mile. You could not cart wheat more than 12 miles at those rates. There are 40,000 acres of land there, most of which is wheat-growing land. In the next, the B riding, I suppose there are 20,000 acres of wheat land. In the B riding, it would go through one large estate, of which, whether the railway is constructed or not, I think half will be cut up next year—that is the Mundiwa estate. I have seen the settlement develop, and have helped one or two men on the settlement. They are all in a good financial position to-day.

356. Are the original holders still there?—Yes, with the exception of one, who never worked his property. He had a big area, and used to lease it to another man to farm.

357. Where do they take their wheat now?—Half from Pine Hills goes to Finley and half to Deniliquin. None of it goes to Jerilderie, as the haulage is too far. I favour the route going from Wunnamurra and then on to the Pine Hills homestead. It would go through better country than from Jerilderie. The Council is in favour of the line going right through to Deniliquin, but our main concern is the serving of the Soldier Settlement.

358. Would you advocate the line going right on to Deniliquin?—A tremendous lot of produce goes from Liverpool Plains, and in that direction in a drought year. That is only now and again. In 1915, there were something like 5,000 tons of fodder, which came to Jerilderie from one station alone. The fat sheep will go to Melbourne, because they are only twenty-four hours in the

truck. But it would not pay to take the wheat, once it is on the truck (unless the rate is very much dearer) off the truck, and tranship it to Melbourne. It would go straight to Sydney, because the handling charges would be too expensive to go to Melbourne.

359. Regarding the transport of stock in times of drought, and getting fodder in, would not that give great relief if the line only went 25 miles out?—Certainly.

360. You consider the country would be well served if it did not go right to Deniliquin?—Yes.

361. You prefer that route in preference to the one from Finley to Deniliquin, even if the latter went right through?—It does not benefit the good wheat country as would the other proposal. The majority of the settlers in the Soldier Settlement are doing well, or on the way to do well. They have been very much handicapped by not having sufficient capital to start with, but the good men are getting along satisfactorily.

362. Do you think those men would be able to pay rent for their land and take over their liabilities fully?—I do not think so yet. If they get the price they have been obtaining during the last two or three years, another year should do them. They are doing as well as any Soldier Settlement, and better than many I know of.

363. If other areas were made available, do you think the land would be bought?—Yes.

364. What would be a reasonable price for the land?—Within the region of £5; it might be a little more. The land would range from £4 to £6 10s. It would carry about a sheep to 1½ acres.

365. At those prices they would have to grow wheat?—Yes. It would be impossible to graze at that price for the land. Properly farmed, they would nearly graze as many sheep now in addition.

366. What would you reckon a sufficient area on which to make a living?—One thousand acres. They would have to farm at least 300 acres. That would necessitate having 600 acres. 300 acres would have to be fallowed.

367. *Mr. Drummond.*] Would this line be of any great advantage from the stock point of view in time of drought?—Yes.

368. Where do you usually find your relief country?—In the mountains around Goulburn and around Wagga and Albury.

369. Even if the line were constructed only 15 miles out, it would be a distinct advantage to the stockowners further west?—Yes. It would be better than having no railway.

370. One witness expressed the opinion that if the line terminated 25 miles out, it would be a good thing; do you agree with that?—No. I think it will eventually go to Deniliquin. Twenty-five miles out would be a big advantage, and would mean you would only have 12 miles to cart each way with wheat. It would serve all the farming areas.

Arthur Churchill Fitznead, shire engineer and valuer for the Conargo Shire, near Deniliquin, sworn, and examined:—

371. *Mr. Drummond.*] Will you give your views with regard to the two proposals before the Committee, as to which would be the better paying proposition, and be of the greatest benefit to the district?—I would say the line from Jerilderie to Deniliquin.

372. A suggestion has been made that instead of taking off at Jerilderie, the line should take off about Wunnamurra on the Jerilderie line, and swing a little further south to the Tuppall Soldier Settlement; do you think that would be an improvement on the direct through line?—I would still say the direct line would be of the greatest service.



Witness—A. C. Fitznead, 1 October, 1923.

373. Mr. Hodgson stated in evidence in 1914:—

Having travelled through the agricultural land lying between Finley and Deniliquin and Deniliquin and Jerilderie, I am of the opinion that the location of the proposed line could be materially improved in the interests of existing and prospective settlement by making the connection between Finley and Deniliquin instead of Jerilderie and Deniliquin. Such a line would fully serve the whole of the agricultural land and would, in the first instance, pass through the centre of the Government resumption of 50,000 acres of the Tuppal Estate. The proposal between Jerilderie and Deniliquin, as submitted to me, merely skirts the northern boundary of the agricultural land.

What is your opinion of that statement?—Mr. Hodgson probably came to that conclusion through travelling along the road from Deniliquin to Jerilderie. The proposed railway does not go anywhere near the road. It goes into different country altogether. The Deniliquin-Jerilderie Road traverses more or less along the Billabong, which is not very good country. Along the line from Jerilderie to Deniliquin, through Pine Hills, would be very rich country. Had Mr. Hodgson travelled along the proposed route he could have only come to the conclusion that it was the richest country of the whole shire.

374. Do you know the Moulamein Creek country?—I know every acre in the shire.

375. Is the land which it situated 4 or 5 miles towards Moulamein Creek of a heavy character?—It is heavy black soil.

376. So that Mr. Hodgson's statement would be correct?—I think not. I presume the line would not go as straight as shown on the map; that there would be a curve.

377. The proposed route is practically direct from Jerilderie. But there is a suggestion to take off a little lower down than Jerilderie, say, at Wunnamurra, and bend towards the Tuppal Soldier Settlement?—That would leave the Billabong altogether. It would start in good country, and continue in good country right through.

378. You would leave the stiffer country away to the north west?—Yes.

379. The question has been raised that if the line were built from Jerilderie, 25 miles out towards Jerilderie, it would leave a lot of the country towards the Murray too far distant from rail to be effectively developed. Do you know the land south of Tuppal towards the Murray?—Yes, I know the country south of the Tuppal Road. That has all been settled. The small area which remains south of the Tuppal Settlement belongs to the Tuppal Station. That country is already served by the Finley-Tocumwal road. That traffic would never go north.

380. Would they not have rather a long haulage—over 20 miles?—No. From Tuppal to Tocumwal is only 14 miles, whence they have direct communication with Melbourne. That area is already served.

381. A witness on the Soldier Settlement stated he was at present hauling 22 or 23 miles to Finley?—His nearest point would be Tocumwal. Hauling to Finley he might have to go a little further.

382. Have they roads through that country to Tocumwal?—Yes. There are roads at intersections of every mile. He could get to a railway within 22 miles.

383. Assuming he had to haul 20 miles, we have been assured by witnesses that that would be a very serious handicap?—It is undoubtedly. The haulage rates are 1s. to 1s. 3d. per ton per mile.

384. Are you satisfied that the best proposal would be to carry out the construction of the line which runs almost direct from Jerilderie towards Deniliquin, bearing a little to the south?—Yes.

385. Why should the line not terminate 25 miles out from Jerilderie?—We are anxious to get direct communication with Sydney for passengers and goods. If the line stopped 20 miles from Deniliquin, I do not think you would get so much traffic as would be the case if it went

right through. There is a lot of good agricultural land which would be served in the intervening distance of 20 miles.

386. How far out does effective farming operations extend from Deniliquin at present?—Until you get 12 miles out you do not come into solid farming operations.

387. Is that due to the land not being particularly suitable for farming for 12 miles around Deniliquin?—No. The land is quite good enough, but it is not cut up.

388. Mr. Mahony.] Is the Deniliquin land locked up; are there big estates around Deniliquin?—Yes. There are several large estates around Deniliquin. Warbreccan and Mundiwa are two of the largest.

389. What are the large estates used for at present?—Grazing.

390. Is the land suitable for agricultural purposes?—There is a very large area on both those estates which is suitable for wheat-growing.

391. Mr. Travers.] Would you say that the last 10 miles of the country on either of the proposed routes, that is from Jerilderie towards Deniliquin or from Finley towards Deniliquin, is as good as the country further east to Finley or Jerilderie?—No. I will not say that. As you go east, the country improves from a wheat-growing point of view; there is not so much grass country in it; it is red country suitable for agriculture. We pick up the good country about 10 or 12 miles from Deniliquin.

392. And from that on it is not so good?—No. The moment you get on to the rivers or creeks it is different soil—black soil.

393. Has much wheat been grown in the country which is not so good for wheat growing, say, 10 miles out?—There are odd farmers who grow wheat. The red country sometimes takes a sweep into the black. There is not a straight line of demarcation between the black and the red. There are wheat-growing centres within a mile of Deniliquin.

394. It has been stated definitely that the land to the north of the proposed line from Jerilderie towards Deniliquin is not as good as the land to the south; it has further been stated that the line running from Finley to Deniliquin would practically serve the whole of the good country that would be served by a line from Jerilderie towards Deniliquin, with the additional advantage that the country to the south of the proposed line from Finley to Deniliquin would not be served by the line from Jerilderie towards Deniliquin; do you agree with that?—Yes. But you would lose all the country to the north by that route—the country from Pine Hills.

395. Would not Pine Hills be within the influence of the line from Finley to Deniliquin?—Yes.

396. On that it has been suggested that the line from Finley to Deniliquin should go a little further north to pick up some of the good country you are speaking of. Taking that into consideration, would not the line from Finley to Deniliquin serve the whole of the best country?—Yes; but, as against that, you would do away with the direct communication.

397. What would be the value of direct communication?—It would be 40 miles nearer to Sydney.

398. The difference is really that a line from Deniliquin to Jerilderie would save 26 miles of haulage over and above a line from Deniliquin to Finley; but the extra cost of construction would mean that you would be constructing a line 45 miles in length as against a line 36 miles in length; and taking them both at the average rate of £5,000 a mile, the Jerilderie to Deniliquin line would cost £225,000, and the line from Finley to Deniliquin would cost £180,000; that is a difference of £45,000 in favour of the line from Finley to Deniliquin. Looked at from that point of view, which line would you recommend?—If I thought the possibility of getting the Finley to Deniliquin line were greater than the other, I would favour it, assuming that it went well to the north.



Richard William Holmes, farmer, 13 miles east of Deniliquin, sworn, and examined:—

399. *Chairman.*] What experience have you had in this district?—I came here in 1874, and have been here ever since. I am leasing 1,100 acres. Seven hundred acres are under crop. My place is on the Finley-Tocumwal road.

400. Which line do you favour?—I think the line from Finley to Tocumwal would be the best. It goes through the best country.

401. Is the country to the north of the Deniliquin-Jerilderie line as far as Moulamein Creek not as good on the whole as the country on the south?—Not nearly as valuable; it is not suitable for cropping. Near the Billabong on the north is not agricultural land. The Jerilderie towards Deniliquin route intersects a lot of poor country.

402. There is a suggestion to take off at Wunnamurra and go through Pine Hills towards Jerilderie?—A line running from Finley to Deniliquin will not leave good country further than 15 miles away from the line, not even on the north.

403. Taking the country which would be served by the proposal you support, what area do you think would be sufficient to give a man a decent living?—Six hundred to nine hundred acres. A man must fallow and have a place for his sheep. He would want 400 acres under crop each year.

404. What advantage would there be in sending a line right through from Finley to Deniliquin?—I would favour the line from a national standpoint. It would be of service when there was a drought in the west of Victoria.

405. If the line from Finley to Deniliquin were adopted would it leave any of the country to the north towards the Billabong or Moulamein Creek outside the zone of effective railway influence?—It might leave a very small area of good agricultural country. You would go 5 or 6 miles south of the Billabong before you would get agricultural country.

406. What would be the advantage of having railway connection with Sydney?—We do a great deal of business with Sydney now. We get all our wire and iron from Sydney with all the disadvantages we are labouring under.

407. How far are you from the Tocumwal line?—Thirty-three or thirty-four miles. When there is a rush Tocumwal is a bad place to go to.

408. What particular advantage would there be in having connection with Sydney?—I do not speak particularly of Sydney. On one occasion we had to provide feed for horses and cattle a fortnight ahead. We ordered it from Sydney, but it did not arrive for a month or two after. Some of the stock were dead when it came.

Thomas Frederick Keys, farmer, Somerleyton, Deniliquin, sworn, and examined:—

409. *Mr. Travers.*] Where is your place situated?—On the Tocumwal road, 12½ miles from Deniliquin. I am a member of the local branch of the Farmers and Settlers' Association. It has 100 members. Both routes have been discussed by the members and it was unanimously decided to support the construction of a line from Finley in a north-east direction to Pine Hills homestead, to deviate through the Soldier Settlement, which would serve all the available wheat country; and that a line brought from Wunnamurra or from Jerilderie would only tap a portion of the best of the southern side. We claim that the line we advocate would be the best paying line.

410. Would you suggest that the line should go further north than marked on the map with a view to serve the good country on the north?—Yes, making one line serve every purpose.

411. Will one line serve the best country lying between Moulamein Creek and the Murray, or eastward of the existing Jerilderie line?—Yes. I believe the settlers on

*Witnesses—* R. W. Holmes and T. F. Keys, 1 October, 1923.

the Tuppal Soldier Settlement were promised by the present Minister years ago that a railway would be constructed to the Settlement. At the end of that settlement there is another batch of men who have taken up land on Tuppal. If a line is constructed and stops 25 miles out, the men will not be served at this end. Such a railway would be of no more advantage to them than if it were never built.

412. Taking the Soldier Settlement as being about the centre of the Moulamein Creek and the Murray River, where do you consider the best country lies—to the south of that?—I think to the south.

413. If your suggestion were carried out to swing the line some distance to the north, would that leave out the good country on the southern side?—Not too much of it, because the line would go near enough to pick up all that good country.

414. We have had it in evidence this morning that about 1,000 acres is considered a fair living area in this district, particularly for wheat-growing; do you agree with that?—I consider a man could make a decent living on from 900 to 1,000 acres.

415. Taking 1,000 acres as being a fair average, what would be the value of that land under present conditions?—£4 10s. to £5 10s. an acre.

416. What is the area of your property?—Secured land 815 acres. I have also some leasehold land. I am grazing and farming. I have a crop of wheat at present. I have been on my present holding between seven and eight years.

417. What do you do with your wheat?—It has to go to Melbourne, unfortunately. There are no means of getting it to Sydney unless by carting it 23 or 24 miles, and the cost of doing that would take all the profit out of it; consequently, it has to be put on the Deniliquin line and sent to Melbourne.

418. What do you mean by saying that unfortunately it has to go to Melbourne?—Because I want to patronise Sydney.

419. If the price is better in Melbourne, would you still send it there?—I presume a man who wishes to make his way would send his wheat to the best market.

420. If the line were constructed and market conditions in Melbourne were better for you from the financial standpoint, would you still go to Melbourne?—Not necessarily. I would have been very pleased at one time to send it to Sydney, but I could not get it there owing to the cost of cartage.

421. Even if this line were constructed, do you think it would pay you unless the difference was very marked, to change your financial relations from Melbourne to Sydney?—No, not often; at certain times it would.

422. What does it cost you to send a bushel of wheat from Deniliquin to Melbourne?—6½d. It would cost ½d. less to send it to Sydney.

423. That ½d. would practically be made up in the charge from Deniliquin to Sydney?—It would be more than made up as it is at present.

424. It has been suggested that the land 12 miles east from Deniliquin on the average is not as good as the land from Deniliquin right out to Finley?—I do not agree with some of the evidence given. I am not going to take 12 miles out; I will take 9 miles out, or even less than that, and it is land on which a man could make a good living on 1,000 acres.

425. Would that be the average?—Yes.

426. Is your own land first-class land?—Wheat and grazing land. Portion of my land is subject to floods.

427. Taking a radius of 12 miles from Deniliquin in an easterly direction, is there much of that country within that area subject to flood?—No. The floods are only on the creeks and rivers.

428. What has been your average yield over a period of five years?—Five bags to the acre.

429. Would that be a fair average yield for the whole district?—I am not putting it high, because I do not



Witnesses—T. F. Keys and J. V. Ingram, 1 October, 1923.

wish to give a figure which can be refuted. Taking a period of five years, the average would be five bags to the acre or slightly over.

430. Generally speaking, if the line were constructed right through from Finley to Deniliquin, do you think the flow of traffic would alter that—that is to say that a great deal of the traffic which finds its way from Deniliquin to Melbourne would go via Finley to Sydney?—I am not prepared to say it would. But there are times, and we have seen them, when the advantages of this line would be great owing to our being able to get a way south. At one period we want to go north; at another south. If this line were constructed we would have the advantage of being able to go either way.

431. Would not the fact that a private company is operating between Deniliquin and Moama help to increase the charge of 6½d. to Melbourne very much?—To a certain extent it would.

432. In view of the fact that Victoria has the right to purchase the line from Deniliquin to Moama, and make it part of the Victorian system, is not that likely to be a factor in improving the conditions of the farmers here, insofar as the through rate to Melbourne is concerned?—Probably it would be.

433. Apart from through traffic, does any traffic between Deniliquin and Moama cost more per mile than on the Victorian system?—On some goods it does considerably; it is less on others. On stock it costs less. The Soldier Settlement area is one of the finest which has been granted to returned soldiers. Generally speaking, unfortunately, the areas are too small. If, instead of having 750 or 800 acres, they had 1,000 acres, with good facilities for getting their produce away, the majority of those men would make a good thing in a very short time, because they are good workers. Whichever route is recommended, it is most essential that the soldiers should have the benefit of a railway. From a national standpoint, we, at this end, should have the line right through to Deniliquin, so as to give us an opportunity of going in whatever direction we wanted to go.

434. If the line were taken to Deniliquin, what would be the nature of the traffic between Deniliquin and Finley?—It would be shorter to get to Tocumwal. There would be merchandise and different things. The Sydney market is often better than the Melbourne market. We could take advantage of the best market. Stock are often driven to Tocumwal. They would be put on the line between here and Finley, instead of being driven to Tocumwal.

435. Could not you send over the existing line from Deniliquin to Melbourne—a distance of roughly 200 miles?—Yes, if they liked to drive them into Deniliquin. It is not always suitable to send them to the Melbourne market.

436. Still the stock would be likely to take the shorter route to Melbourne?—Undoubtedly.

437. The suggestion has been made that, if the line were run out 20 miles from Finley, it would practically serve the whole of the Soldier Settlement. Would that offer any considerable relief to the people in and around Deniliquin?—I do not think so. It would not offer any to me, and I am 12½ miles out. I am just as well served now as I would be if the line came that far.

438. What about fat lamb raising?—That is one of the best propositions in the district.

439. Where do you generally find a market for lambs?—In Melbourne at present. There is nothing to prevent Sydney getting its share of that traffic, if an opportunity were given to untruck them at certain stations to feed them, as I have done on the way to Melbourne from Wyalong.

440. Would the line from Jerilderie, 25 miles out, be any good to you?—No.

441. Which line would you consider the better—the Jerilderie to Deniliquin, or the Finley to Deniliquin line?—The Finley line, for the reasons I have already given.

442. If you had railway connection with Finley, would you be able to send wheat to Sydney at a rate ½d. less than you send to Melbourne?—Yes.

443. Did it occur to you that if you had connection via Finley there would be a corresponding reduction in the Victorian rates?—There probably would be.

444. I suppose it is reasonable to assume that when the Deniliquin-Moama line becomes part of the Victorian railway system, it would tend to cheapen rates?—It should. But the experience has been that wages go up and freights do likewise in order to pay the increased wages.

445. One witness said that 95 per cent. of his trade went to Victoria, and his merchandise came from Victoria. Another witness stated that 75 per cent. of his fat lambs went to Melbourne. Do you consider those statements give a fair indication of the trend of trade?—At present.

446. If the line were constructed linking up with Sydney, would you send your fat lambs a distance of 500 miles to Sydney, instead of the much shorter distance to Melbourne?—It would depend on which was the better market.

447. Ordinarily do you think it would be reasonable to send fat lambs 500 miles?—No.

448. You look at this proposition from the point of view of the development of the district with which you are connected?—Yes.

449. And the position is that practically the whole of your trade under present conditions goes to Victoria, and no matter what extension was made, your trade would still go there?—I would not say that. I can drive my sheep into Deniliquin in one day. I advocate this line for the benefit of the whole district.

James Vallentine Ingram, farmer, 10 miles east of Deniliquin, sworn, and examined:—

450. *Mr. Drummond.* Do you favour the construction of the Jerilderie to Deniliquin or the Finley to Deniliquin line?—The direct line from Jerilderie to Deniliquin. If an alternate route to Melbourne is wanted, it should go via Finley; but if communication with Sydney, then it should go via Jerilderie. To stop 25 miles out from Jerilderie would be to end in the bush; and it would be a non-paying line. To go through to Deniliquin you would not only have connection with Moama, but you would also connect with the new line to Wentworth, and the whole of the western district of Victoria would be a feeder. At present we cannot deal with Sydney. The last transaction I had with Sydney was in 1900, when I got a truck of fodder salt for sheep, and it cost me about three times as much to get it from Finley as it did from Finley to Sydney. The line should take off a little south of Jerilderie, say at Wunnamurra. The nearer you get to Tuppall Creek the worse the country gets.

451. Do you raise fat lambs?—Yes, and wheat and hay. I suppose we grow some of the finest wheaten hay in Australia. I send it generally to Deniliquin. I sell it at Deniliquin. I would often sell in Sydney if there were a railway.

452. What benefit would the construction of a line be from Finley to Deniliquin?—It would be an alternate route, that is all. It would be of no great benefit to me.

453. Why do you say the line 25 miles out would not pay?—Because there is practically no population; there are only a few farmers.

454. If it would not pay, can you explain why it would pay if extended to Deniliquin?—Because it would connect with other lines. There would be a connection with big interests to the west with the western district of Victoria, and with the new line to Moulamein and Balranald. People from Swan Hill and Bendigo would come that way. It would be 40 miles nearer to Adelaide that way.



Witnesses—J. V. Ingram, 1 October, T. W. A. Sleeman, and A. W. Sleeman, 13 October, 1923.

455. Would not the principal merchandise traffic still come from Victoria?—A certain amount would come from Victoria, but if we wanted anything from Sydney we could get it.

456. Taking a curve south-west of Jerilderie, do you not consider the country there, if cut up and farmed, is good enough to make the line pay?—You would require the through traffic.

457. If the line does not go right through from Jerilderie to Deniliquin, would you prefer the line from Finley to Deniliquin?—I do not think that would make much difference, because there would not be a direct through connection. When the Albury line was built, it was thought that it would not pay; but it pays now, because of the through traffic.

458. *Mr. Mahony.* What is the area of your holding?—About 4,000 acres. I have generally about 400 or 500 acres under cultivation.

459. If the line were constructed, would you put the bulk of your land under cultivation?—I do not think so, because my opinion is that 10 per cent. of one's holding is a fair area to put under cultivation, in order to keep it clean.

460. You are a farmer of many years' experience?—I have been fifty years in the district, and forty years where I am now.

461. Would you say only 10 per cent. of the land is suitable for agriculture?—The whole lot is suitable.

462. Do you consider it is a paying proposition to put only 10 per cent. under cultivation?—Yes. I generally cultivate for two years, and leave it out of cultivation for several years. I get as good a crop now as I ever did.

463. Some witnesses stated that 1,000 acres is a living area?—I believe it is.

464. Do you think a man could get a living with 100 acres under wheat?—Yes. It is better to have 100 acres under cultivation, and to get a good crop, than to put in 400 or 500 acres and get a crop of wild oats.

465. What price per bushel should you get to make wheat-growing pay?—2s. 6d. under pre-war conditions; now 5s. a bushel is not too much.

466. If a man has 100 acres under crop, do you propose he should also run sheep?—Yes, mixed farming—dairying perhaps. He could grow fat lambs and sheep, and make a decent living.

# SATURDAY, 13 OCTOBER, 1923.

[The Committee met at Langtry Park.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.  
DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of railway from Jerilderie towards Deniliquin.

Thomas William Arthur Sleeman, farmer, 9½ miles south-west of Jerilderie, sworn, and examined:—

467. *Chairman.* Is your holding close to Langtry Park?—I am within 4½ miles of it. I have 640 acres and go in for wheat-growing. I was born in this district. The land I have is first-class wheat-producing country. I have taken two crops off the place I am on. The first crop averaged 9 bags to the acre; and last year, which was a dry year, the average was 6 bags to the acre.

468. What would be the average yield of the land in the district for a period of say of ten years?—I should say 7 bags to the acre.

469. Are you handicapped in getting your wheat to market?—I haul my wheat 5½ miles to Wunnamurra siding.

470. The construction of the proposed line from Jerilderie towards Deniliquin would not improve your position from that point of view?—A siding about Langtry Park would be nearer.

471. Do you suggest the line should take off at Wunnamurra rather than at Jerilderie?—Yes, because it would serve this district better.

472. Do you mean it would serve the wheat district generally better?—Yes. If the line were run from Wunnamurra siding to a little south of west out as far as Pine Hills that would serve the wheat area better than would a line taken further north.

473. Does the proposed line go too far north as far as the bulk of the wheat land is concerned?—I think the Wunnamurra take-off would go through the centre of the wheat land.

474. Would the line you suggest from Wunnamurra serve the Tuppal Soldier Settlement as well as would the line from Finley to Deniliquin?—Yes, practically the same; it would touch the northern end of the settlement.

475. Do you know the country south of the proposed line from Finley to Deniliquin towards the Murray?—Yes.

476. Would the line you suggest from Wunnamurra towards Deniliquin have the effect of leaving out of access to a railway any good country to the south, which is suitable for wheat culture?—No. The line from Wunnamurra to Deniliquin would, in my opinion, take in a radius of 15 miles on either side.

477. Would there be 15 miles north and south of your suggested line from which you could draw traffic?—I think so. I think the proposed line to Jerilderie would be a little too far north.

478. How far is Langtry Park homestead from Jerilderie in a direct line?—About 12 miles.

479. How far is Langtry Park in a direct line from the proposed route from Jerilderie to Deniliquin?—Between 6 and 7 miles.

480. How far would it be from the Finley-Deniliquin route?—About 8 miles.

481. Generally, you are of the opinion that a line taking off at Wunnamurra, going through Pine Hills, and then linking up with the proposed line from Finley to Deniliquin would be a better line than the official line?—Yes.

Arthur Westlake Sleeman, farmer, South Coree, recalled, and further examined:—

482. *Mr. Travers.* What is the area of Langtry Park?—About 4,000 acres. Langtry Park is portion of the Coree estate in which there were 80,000 acres.

483. The homestead at Langtry Park is about 4 miles south of the proposed line from Jerilderie towards Deniliquin?—Yes.

484. How far would the homestead be in a direct line from Jerilderie?—About 14 miles.

485. Do you suggest that the line should swing south from Jerilderie towards the soldier settlement?—I think it would be better.



Witnesses— A. W. Sleeman, P. Connell, and L. Forge, 13 October, 1923.

486. Would any good country to the north of the proposed line from Jerilderie towards Deniliquin be left out if the line were swung south towards the soldier settlement?—That country would be rather too far away to be served by such a line.

487. Going out 14 miles from Jerilderie, and keeping on the surveyed route from Jerilderie towards Deniliquin, how far north would you get good country towards the Billabong?—You would get good country on the north and the south of it.

488. Would the line from Jerilderie towards the soldier settlement give better results than a line from Jerilderie towards Deniliquin as surveyed?—I think so.

489. *Chairman.*] How far from Langtry Park homestead is the centre of the Pine Hills district, and in what direction?—The Pine Hills district is distant about 17 miles, west by south.

490. How do you generally describe the land at Pine Hills?—The land at Pine Hills, the soldiers' settlement, and through this district is similar.

491. Is the Pine Hills land any better than the land we saw in the soldier settlement?—It is similar land, no better and no worse.

492. Would the Pine Hills country be the country which was referred to as being too far from the proposed Finley-Deniliquin line if constructed?—At Pine Hills there is a tract of country between Hartwood and the Billabong Creek equal to anything we have here, which would not be served by the Finley line.

493. Would it be served by the suggested deviation which swings south?—It would help it considerably; and still there is land in the direction of Conargo which would be a long distance from it which is equally as good as the land here.

494. Assuming only one line were built, either from Jerilderie, Finley, Wunnamurra, or Mairjiminy, which in your opinion would more equally serve the great bulk of the good country?—The line from Wunnamurra to the soldier settlement, and from the soldier settlement to Deniliquin. On the north of Hartwood there is a lot of very fine country which would not be served by the Finley line. It will stand there for years to come, and that is why I am anxious to get the line constructed through here to Deniliquin.

495. Pine Hills is not exactly the show place any more than the other good districts?—No; it is no better than where we are. The country in which we are now is equal to anything in Pine Hills.

Patrick Connell, farmer and grazier, Spring Valley, Jerilderie, sworn, and examined:—

496. *Mr. Burke.*] Where is your holding situated?—I have two holdings; one adjoins Langtry Park, where I have 1,500 acres; the other is at Mairjiminy siding.

497. How far away is the railway from the nearest point of your property near Langtry Park?—About 9 miles.

498. What are you using the land for?—Grazing and farming. This year my brother and I are cultivating 1,000 to 1,200 acres in the two properties. We fallow the land. We have 600 acres under crop and are fallowing 400 acres.

499. What do you consider a fair distance to cart produce?—10 or 12 miles.

500. You do not consider 9 miles too far?—No. It pays me a lot better to cultivate at Wunnamurra siding. I would cultivate most extensively here if I had not to cart the wheat so far. It costs a good deal to cart the wheat 9 miles.

501. What is your opinion of the proposed line from Jerilderie towards Deniliquin?—I consider a line from Jerilderie would suit the soldier settlement better than going by Finley.

502. You favour the deviation towards the soldier settlement?—Yes.

503. Would the country to the north be reasonably served if the suggested deviation were carried out?—Yes.

504. Do you know the country right across from Finley to Deniliquin?—I have travelled over both the proposed routes.

505. Do you think there would be any advantage in constructing a line towards Deniliquin without actually reaching Deniliquin?—I consider the line should run from Jerilderie to Pine Hills and on to Deniliquin.

506. Do you think there is a necessity to run the line right through to Deniliquin?—I do. People in Deniliquin would get nearer access to Sydney than they would by going round by Finley and Berrigan.

507. Would the Deniliquin people trade with Sydney?—I think so. A good many passengers go round by Finley and Jerilderie. By going direct to Jerilderie the journey would be much shorter.

508. Would traffic, other than passenger traffic, go to Sydney from Deniliquin?—The market for wool is often better in Sydney than in Melbourne. I have sent wool to both places. Sometimes I have found it to be an advantage to send to Sydney rather than to Tocumwal and to Melbourne. I have sent sheep to Sydney also.

509. Would you rather favour a line from Jerilderie towards the soldier settlement and on to Deniliquin than a line taking off at Wunnamurra?—I think it would be better to take off at Wunnamurra, because it strikes into the good country quicker.

Lewis Forge, farmer, 3 miles north of Langtry Park, sworn, and examined:—

510. *Mr. Drummond.*] How far is your holding from railway communication?—12 miles from Jerilderie and 8 miles from Wunnamurra Siding.

511. Do you agree generally with the evidence given here to-day?—Yes. I contend that a line from Wunnamurra to the soldiers' settlement would serve 100,000 acres of land which the Finley line would not touch. It is very fine wheat country, and is situated to the west of Langtry Park.

512. Witnesses have stated that the Billabong country is mostly of a stiff black character which 3 or 4 miles out, is not suitable for farming?—Right on the creek the soil is of that character. There are isolated patches at Coree of black ground.

513. Would you say it was as good on the average as country on the south towards Finley?—No, not right on the creek.

514. Evidence was given that the country south of the direct line from Finley to Deniliquin is very fine country indeed?—You do not go very far before you get on to black swampy ground on the Tuppal Creek.

515. Is that characteristic of the whole of the creek country?—It is, as far as I know.

516. Have you been over that country?—Not a great deal.

517. But you have been on the creek country?—Yes.

518. Is the Tuppal Creek country somewhat similar to the Moulamein Creek country?—Yes.

519. Is the country along the Moulamein Creek swampy country?—No, it is a dry plain.

520. Over a series of years, does the heavier country give as good returns as are obtained from the red country?—No.

521. Which would be the best route for the line to take?—I favour a direct line from Mairjiminy siding.

522. How far is Mairjiminy from Berrigan?—11 miles.

523. Do you think the proposal to take off at Wunnamurra and to swing south towards the Tuppal soldier settlement is a better proposition than a direct line from Jerilderie towards Deniliquin?—Certainly.

524. Is it a better proposition than the line from Finley to Deniliquin?—Certainly, because it goes through the centre of the best of our wheat land.



*Witnesses*—J. McCulloch, J. M. Rolls, S. Luke, and W. N. Sherwin, 13 October, 1923.

John McCulloch, farmer, east of Langtry Park, sworn, and examined :—

525. *Mr. Mahony.*] Where is your holding situated?—My homestead is about 4 miles east of Langtry Park. I have 2,900 acres. I am only 6 miles from Mairjimmy siding.

526. Which line do you favour?—The construction of a line taking off at Wunnamurra, because it would save 3 miles of railway construction and would get into the good red country within 2 miles. By taking off at Jerilderie it would take 6 miles to get into the red country.

527. Would the 100,000 acres referred to by the previous witness be served by your suggested deviation?—Yes; from Wunnamurra you would go through the heart of that country. I suppose it would be within 12 to 15 miles of the direct line.

528. How would it be served by the line from Finley to Deniliquin?—I think it would be left too far to the north.

529. Would you strike better country mile for mile from Wunnamurra to Deniliquin than from Finley to Deniliquin?—Yes.

530. Is that 100,000 acres good country?—All first-class wheat land.

531. In that country what would you consider a fair living area?—960 acres.

532. What is that 100,000 acres used for at present?—Grazing mostly. It is good wheat land. I agree with the evidence given by the previous witnesses. I favour the construction of a line from Wunnamurra siding coming to Langtry Park, and then on to Pine Hills.

533. Is your land typical of the land in the district?—Yes; it is good wheat land. I have 750 acres under crop, 430 under fallow. In 1920–21, I had a 9-bag average; in 1921–22 an 8-bag average; and last season a 4½-bag average.

534. Is your land better than the land between Finley and Deniliquin?—Going west from Finley along the main line for 20 miles it is splendid country; it is as good as mine. The country from here going west is better than the country I have; it is not as heavy.

535. Do you favour the construction of the line from Wunnamurra through to Deniliquin?—I think it should go through.

536. Why?—In certain seasons, such as 1920, sheep were only worth £1 in Melbourne, while they were worth 30s. in Sydney. A good deal of wheat about Mathoura could have gone to Sydney instead of going to Melbourne.

537. Was there a better market in Sydney then?—Yes.

538. Does that happen often?—You might get that for two or three years when there is a drought in the north.

539. Outside of that, would there be any great traffic between Deniliquin and Jerilderie?—There is a good deal of passenger traffic. Some stations might send their wool to Sydney; I sent mine to Melbourne.

540. Where did you send your wheat?—To Sydney.

541. Do you not think that people within a radius of 12 miles of Deniliquin would send their stuff through Deniliquin south?—They might. The freights on the Deniliquin line are very high.

542. Would the Victorian Government taking over that line, and alterations being made in fares and freights, would there not be an incentive to the people living within a radius of 12 miles of Deniliquin to use that line?—Yes. If the freights are cheaper they will send to Melbourne.

543. If the line you suggest stopped at the soldiers' settlement, would it reasonably serve all the good country in the district?—I think it would reasonably serve the wheat country.

James Mounsher Rolls, farmer, Langtry Park, sworn, and examined :—

544. *Mr. Mahony.*] What is the area of your holding?—960 acres. I favour the construction of a line taking off at Wunnamurra. Generally I support the evidence of the previous witnesses. I have been here three years. I go in for wheat-growing, and have 400 acres under cultivation.

My average yield last year was about 7 bags to the acre. The average yield for the district, I would say, was between 5 and 6 bags to the acre.

Samuel Luke, farmer, Jerilderie, sworn, and examined :—

545. *Mr. Burke.*] Do you favour the construction of a line from Jerilderie towards Deniliquin?—Of a line from Wunnamurra. Two miles out from Wunnamurra you get into good wheat country.

546. Land to the north of Jerilderie is not of the best in comparison?—It is mostly heavy, plain country, which is more suitable for grazing.

547. In your opinion the best agricultural land is south west of Jerilderie?—Yes.

548. Do you favour the line deviating through the soldier settlement, as suggested by previous witnesses?—Yes.

549. Would the construction of a line 25 miles towards Deniliquin render a great service to the district?—I think so.

550. Where is your holding situated?—5 miles west of Wunnamurra. I have another holding further north towards the Billabong Creek.

551. How far is the latter holding from a railway?—7½ miles by road.

552. What is a fair distance to cart wheat?—8 or 9 miles.

553. Would the deviation of the line through the soldiers' settlement best serve the district generally?—Yes. I am very well acquainted with the nature of the country out west.

554. What special advantage would the line you favour have over the proposed line from Finley to Berrigan?—I think it would tap a lot more wheat country. Many people would be served by a line from Wunnamurra who would not be benefited by the Finley line.

555. Would the people you refer to be to the north?—Yes.

556. Generally speaking you endorse the evidence given by the previous witnesses?—Yes.

William Norman Sherwin, grazier, near Langtry Park, sworn, and examined :—

557. *Mr. Drummond.*] What is the area of your holding?—1,428 acres. I have been grazing for three years. My property is on the north-west corner of Langtry Park.

558. Have you tried agriculture?—No, particularly on account of the distance of haulage. Wunnamurra siding is the closest point of the railway and is distant about 11 miles.

559. You consider that too far to cart wheat?—Yes, for a man working in a small way under present conditions of labour and the high cost of plant. I have tried for two years to get share-farmers. Some Victorians have looked at the place, and, though they were satisfied with the land, the haulage distance deterred them from the undertaking.

560. How far would you be from the direct route from Jerilderie to Deniliquin?—It comes right on to my boundary.

561. Which route do you favour?—I think a line from Wunnamurra through Pine Hills would serve the best country.

562. Better country than would be served by the line from Jerilderie towards Deniliquin direct?—Yes, because a lot of the country towards the creek and Conargo is pretty light country.

563. If the line were constructed from Jerilderie south-west to the soldier settlement, would you change your operations?—Most certainly. I would go in for wheat-growing in conjunction with grazing. On this class of country it is desirable to go in for agriculture and grazing.

564. What area would you put under cultivation?—About 400 acres under wheat each year, with about 400 acres fallow.



Witnesses—W. N. Sherwin, A. Beale, and M. L. Forrest, 13 October, 1923.

565. What would be a fair living area in the district?—900 to 1,000 acres.

566. Are any of your neighbours carting wheat 11 miles to a railway station?—No. There is no wheat grown to the west of my place, except for fodder. There is a little grown to the south-west.

567. What is the cost of carriage 12 miles out from Jerilderie?—That would be a big job for a team. A load could only be taken every two days.

568. Do most farmers who grow wheat do their own carting?—Nearly all the wheat remains in the paddock until they have finished stripping—unless they have more than one team.

569. What is the carrying capacity of your land?—For three years I have never had less than one sheep to the acre on it. I have had up to one and a half sheep to the acre. At times I have had over 2,000 sheep.

570. Is your property a picked piece?—No.

571. Would you say the carrying capacity of the country generally would be a sheep to the acre?—Yes.

572. What wool have you had?—Forty or fifty bales of wool. I usually shear 1,500 sheep a year.

573. To where does your wool go?—Melbourne. My experience of the wool market is that very often it would be advisable to pay a little extra freight and send it to Sydney.

574. If the line you suggest were constructed, would your wool go to Sydney or to Melbourne?—It would depend on the market. That would apply to others as well as to myself. Seasons have a good deal to do with it, and so has the fat stock market in Sydney. I went through this district in 1918, and a man had land leased here on which there were sheep in good condition. He took them to Tocumwal and sent them from Tocumwal to Sydney; it paid him handsomely to do it.

575. Generally, you think that grazing propositions such as yours would be converted into agricultural holdings if the line were constructed?—I think so. On high-priced country it pays to go in for mixed farming.

576. Take country similar to your own within 12 miles of Jerilderie; what would be the fair average value of it per acre?—From £5 10s. to £6 an acre. It would depend on the improvements.

577. If only one line of railway is to be constructed, do you think the line from Jerilderie, going somewhat to the south towards the Soldier Settlement, would be the best line?—Yes. Adjoining me on the north there are about 6,000 or 7,000 acres in the Willows which is now leased and carries over a sheep to the acre. It is all good agricultural country. I believe they have grown good crops there, but they have not grown anything during the last two or three years. I think when it comes back into the hands of the owners it will be likely to be used for mixed farming.

578. Do you know of any man who has attempted to grow wheat and found it would not be profitable on account of the inconvenience of cartage?—No.

579. How far is the Willows from rail at present?—Jerilderie is exactly 10 miles from the centre of the property.

580. It could hardly be contended that it has not been cultivated because it is too far from the railway?—Not on one side. The Willows is a narrow property, which runs out a considerable distance. I suppose the far side would be 13 or 14 miles from Jerilderie.

581. Do you agree with the statement of certain witnesses that the land fringing Moulamein Creek for 4 or 5 miles out is unsuitable for cultivation?—The part I know very well towards Jerilderie I would not say was absolutely unsuitable for cultivation with improved methods, such as have been successfully applied where it was considered impossible to grow wheat a few years ago. Further towards Deniliquin you would get into poor class country.

582. Would it compare favourably with the land through here?—Not at all. This is far better average land right through.

Arthur Beale, farmer, Langtry Park, sworn, and examined:—

583. *Mr. Drummond.* What is the area of your holding?—1,216 acres, straight across the southern portion of Langtry Park.

584. How far are you from railway communication at present?—From the centre of my property, where a house is being built, it is 11 miles from Mair Jimmy.

585. Do you consider that distances too great to enable you to farm successfully?—Yes. On that account, on buying here, we decided to go on grazing. We put in 50 acres of oats stubble. Mr. Oswald Brown, who will retain the balance of the property, in view of a railway coming from Jerilderie to Deniliquin, is calling for share-farmers to come here. He is a big wheat-grower in Victoria, and intends to go in for wheat-growing here.

586. *Mr. Mahony.* What is the area of Langtry Park?—3,937 acres.

587. What is it being used for?—Agriculture and grazing. We have 370 acres under wheat and 40 acres in oats and 100 acres under fallow.

Michael Laurence Forrest, farmer and grazier, sworn, and examined.

588. *Chairman.* Where is your holding situated?—It adjoins Langtry Park immediately to the west. I have 5,300 acres. I have 600 acres under crop and 300 acres in fallow.

589. Where do you dispose of your wheat?—In Finley, distant a little over 13 miles.

590. You are more than that from Jerilderie?—Yes.

591. The remainder of your property is devoted to grazing?—Yes.

592. How much of your area is suitable for agriculture?—The whole of it. I have one and a half sheep to the acre on the land at present. It is a sheep to the acre country.

593. If any of the proposed lines were built would you share-farm or subdivide?—Subdivide.

594. Which line do you think would suit you and the surrounding district best?—I think the line from Mair Jimmy would run through the best country here; it would serve a big area of very good country.

595. Do you agree with other witnesses that if the line went from Finley direct to Deniliquin there would be left on the north a large area of land suitable for agriculture which would be too far away from the railway?—Yes.

596. Would that be the case if the line from Finley were swung some distance north?—No; but I think it would run through country which is already settled for a good many miles, and which, from now on, is likely to get into larger holdings rather than smaller holdings. The line I favour would bring about greater settlement than the Finley line; it would run through country which is likely to be cut up into small holdings.

597. Do you agree with previous witnesses that for agriculture or mixed farming that country should be cut up into areas of 260 to 1,000 acres?—Yes, I think this country is too good to allow it to remain in 5,000 to 10,000 acre lots.

598. Could a man make a fair living out of 640 acres in this country?—I think he could; 900 acres would give him a good margin.

599. What do you pay at present for carting your wheat to Finley?—We paid 1s. a bag last year. It was rather a cheap rate; 1s. 2d. a bag is the usual price.

600. *Mr. Travers.* Where does your wheat go after it reaches Finley?—To Sydney.

601. Which is your nearest point on the Jerilderie-Berrigan line?—Finley, I think.

602. How far are you from Jerilderie?—16 or 17 miles



Hubert James Dennis, South Corree, Finley, sworn, and examined:—

603. *Mr. Burke.*] Which of the proposed routes do you favour?—That from Wunnamurra or Mairjimmy through this country to the soldiers' settlement. A teamster charges 1d. per bag per mile. If the distance is 9 miles that takes 3d. per bushel off the amount obtained for the wheat. If we do our own carting we must allow ourselves the same as we pay the teamster. We are at this disadvantage in being so far out.

604. Would you consider 9 miles too far to cart wheat?—I would not say it is too far, but the shorter the distance the better.

605. Do you consider that a line from Mairjimmy to Deniliquin has many advantages over the proposal from Finley to Deniliquin?—Yes.

606. Do you favour the line going through the Soldier Settlement?—Yes. I have 939 acres. I go in for wheat-growing, and run a few sheep.

607. Do you cultivate your land to its utmost capacity?—No.

608. Are there any big holdings along the route from Mairjimmy?—There is Langtry Park; Mr. Forrest has 5,000 acres, and the Willows about 7,000 acres; Steel and Crocker together have about 13,000 acres. I have heard that they intend to cut up their property.

609. Do you think, if the line you advocate were constructed, it would have the effect of causing the cutting up of those estates into living areas?—Yes. I heard one part owner of the Willows say they were prepared to cut up their holding if the line came through.

610. What would be a living area in this district?—On land of the class we have here, 640 acres.

611. Is the land of the best quality?—Yes.

612. Have you seen better?—Not for wheat-growing.

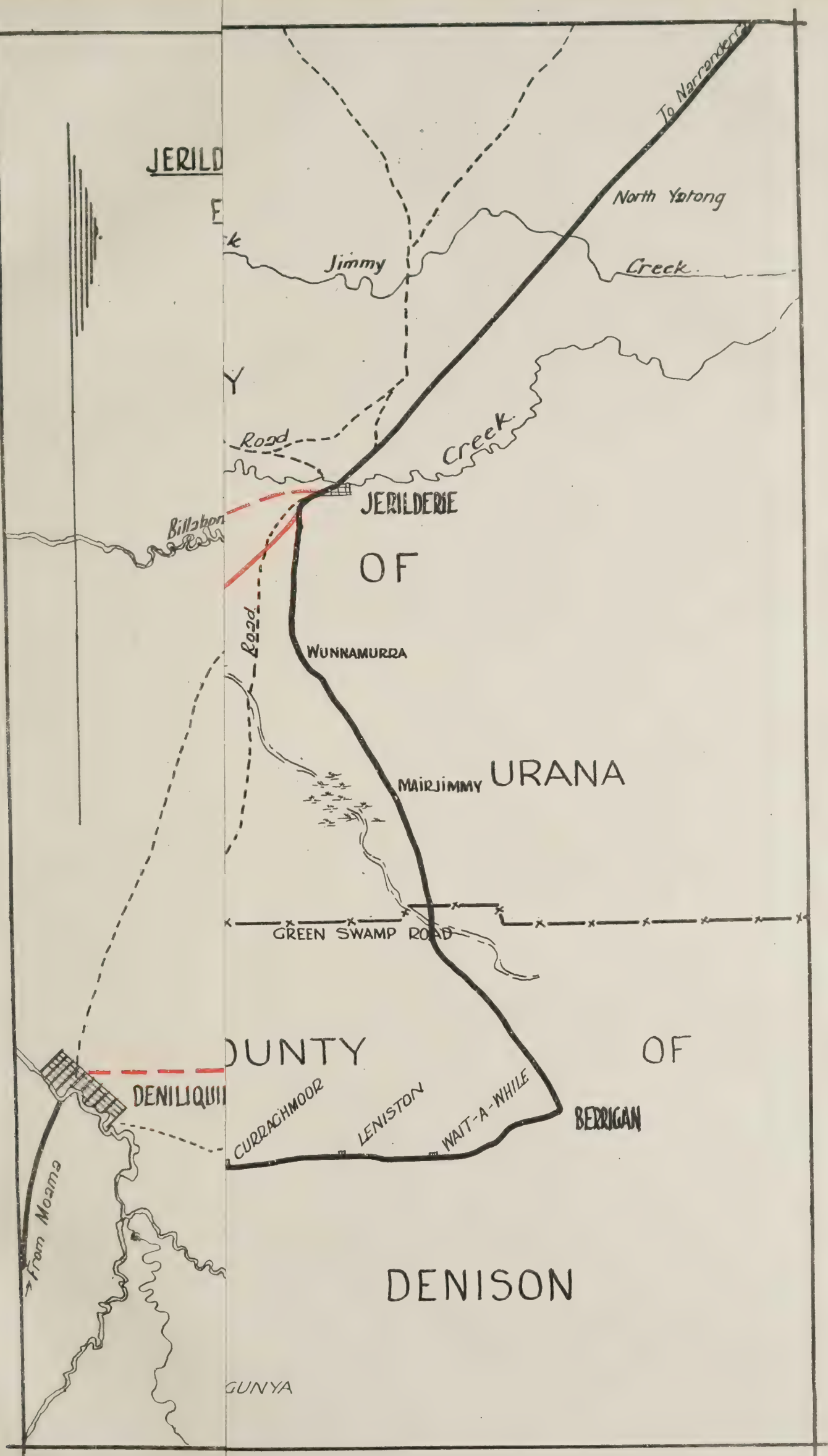
613. Have you an assured rainfall?—Yes. The average rainfall is, I think, 18 inches.

614. Generally speaking, you endorse the evidence of the previous witnesses?—Yes.











N. S. W. RYS  
JERILDERIE      TOWARDS      DENILIKUIN

FINLEY TO DENILQUIN

EXISTING RAILWAYS SHOWN

PROPOSED de de l'

MAIN ROADS SHOWN -----

SCALE 2 MLS TO 1 INCH





1924.

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LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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PARLIAMENTARY STANDING COMMITTEE ON  
PUBLIC WORKS.

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REPORT

TOGETHER WITH

MINUTES OF EVIDENCE, APPENDIX, AND PLAN

RELATING TO THE

PROPOSED RAILWAY FROM RAND TO A POINT  
ON BULL PLAIN, BETWEEN RINGWOOD  
AND SAVERNAKE.

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Presented to Parliament in accordance with the provisions of the Public Works Act,  
3 Geo. V No. 45.

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*Ordered by the Legislative Assembly to be printed, 10th December, 1924.*

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## MEMBERS OF THE COMMITTEE.

## LEGISLATIVE COUNCIL.

The Honorable WILLIAM THOMAS DICK, Chairman.  
 The Honorable JOHN TRAVERS.  
 The Honorable ROBERT MAHONY.

## LEGISLATIVE ASSEMBLY.

FRANCIS MICHAEL BURKE, Esquire, Vice-Chairman.  
 WILLIAM CAMERON, Esquire.  
 BRIAN JAMES DOE, Esquire.  
 DAVID HENRY DRUMMOND, Esquire.

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## PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

### RAILWAY FROM RAND TO A POINT ON BULL PLAIN BETWEEN RINGWOOD AND SAVERNAKE.

## REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the Second Session of the present Parliament, under the Public Works Act of 1912 (3 George V, No. 45), and the Parliamentary Standing Committee on Public Works Election Enabling Act of 1922 (13 George V, No. 19), to whom was referred for consideration and report "the expediency of constructing a line of railway from Rand to a point on Bull Plain between Ringwood and Saverlake," have after due inquiry resolved that it is expedient the proposed line be constructed provided the Government of Victoria does not exercise its powers under the Border Railways Act, 1922, in respect of the extension of the Yarrawonga railway or the Wahgunyah railway to or towards Oaklands; and in accordance with subsection (d) of clause 34 of the Public Works Act of 1912, report their resolution to the Legislative Assembly :—

### INTRODUCTORY.

1. The proposal to construct a line of railway from Rand to a point on Bull Plain between Ringwood and Saverlake is the outcome of a recommendation by the Committee in 1922 in connection with their inquiries into proposals for railway extension from Oaklands to Saverlake and from Rand to Ringwood.

The Railway Commissioners had suggested that instead of the proposed line running direct from Rand to Ringwood it be deviated to the north-west, its ultimate destination being regarded as Mulwala. It was considered that by the adoption of this proposal the Corowa, Clear Hills, and Berrigan lines would be equally divided, and no country would be more than 10 miles from railway communication. The land in the particular localities concerned was stated to be eagerly sought after owing to its superior value for agriculture and mixed farming, and its proximity to the Victorian and New South Wales markets.

The Committee, in their report to Parliament, recommended that in view of the present and prospective development of the district, and the fact that the suggested line would tap practically the whole of the agricultural land unserved in the Southern Riverina district, consideration should be given to its construction.

The expediency of constructing the proposed line was referred to the consideration of the Committee on 22nd November, 1922.

### THE PROPOSED RAILWAY.

2. The proposed line commences at the southern end of Rand station on the northern bank of Billabong Creek, at 393 miles 56 chains from Sydney. Crossing that creek and proceeding in a south-westerly direction it crosses Fighting Harry Creek at 397 miles 40 chains. The Daysdale-Walbundrie road is crossed at 401 miles 20 chains, about 2 miles beyond which Coreen Hill is passed on the north. The Daysdale-Corowa road and stock route are crossed at about 410 miles—Daysdale being distant 4 miles 60 chains north-westerly by that road. Twelve-mile Creek is crossed at 412 miles, and the line terminates near Bull Plain at 5½ miles distant south-easterly from Daysdale, and a similar distance north-westerly from Ringwood, at 421 miles 20 chains from Sydney. All the land passed through is alienated.

ESTIMATED



## ESTIMATED COST.

3. The estimated cost of a single line, 28 miles in length, with a ruling grade of 1 in 100, and the sharpest curve of 25 chains radius, is approximately £176,000, or £6,286 per mile. No survey of the route has been made, but the estimate is regarded officially as a liberal one and likely to cover every contingency.

## ESTIMATED REVENUE AND EXPENDITURE.

4. The financial prospects of the extension are shown in the following table:—

						£
Interest on cost of construction at $5\frac{1}{2}$ per cent.	...	...	...	...	...	9,680
Working expenses	...	...	...	...	...	6,520
						£16,200
Estimated revenue	...	...	...	...	...	8,600
Difference	...	...	...	...	...	£7,600

The district traversed is stated by the Railway Commissioners in their statutory report to give promise of appreciable development; and as a matter of policy the objective of the line is regarded as Mulwala on the Victorian border to serve the whole of the agricultural land at present unserved in that portion of Southern Riverina.

## AREA TO BE SERVED.

5. Within an area of 12 miles on either side of the proposed line and midway between the proposed and existing lines, as shown by evidence obtained from departmental officials, are 396,000 acres of alienated, reserved, leased, and Crown lands.

The alienated lands—388,700 acres—include conditional purchases, conditional purchase leases, settlement purchases, homestead selections, subdivision holdings, and homestead farms.

Reserved lands cover 6,000 acres; leased lands 800 acres; and Crown lands 500 acres.

There are three forest reserves, dedicated as State forests, with an aggregate area of about 2,400 acres. The country in this area is generally level and gently undulating, with low gravelly and stony ridges in parts. The soil is light sandy, generally red with little grey soil, and most of it suitable for cultivation (wheat, &c.). The timber consists of thick pine of good prospective value; also box and oak generally of little value.

The affected area contains nine closer settlement purchase areas, six wholly and three partly within its limits, with a total acreage of 38,600 acres, covering 79 farms. The average disposal price per acre varied from £4 to £7 5s.

The whole of Walbundrie estate (15,700 acres) comprises thirty-one soldiers' group purchase and six settlement purchase areas. The balance was sold at auction for village settlement. All the farms have been applied for and allotted.

Within the affected area's limits are 6,500 acres of unalienated Crown lands, viz., 6,000 of reserved lands not held under any tenure other than annual tenure, and 500 of Crown lands held under occupation license.

The average annual rainfall is 19 inches.

## THE INQUIRY AND EVIDENCE.

6. The country through which the proposed line passes is slightly undulating, and with the exception of a few small swampy areas, is suitable for wheat and vine-growing and sheep-raising. The principal townships along the route are Daysdale and Coreen, within 8 miles of each other, both closely settled and surrounded by fertile, agricultural country, of which large areas formerly devoted to grazing have been placed under crop.

Many holders are inconveniently situated so far as existing railway communication is concerned, being up to 20 miles distant from the trucking point, and the cost of carriage averaging 1d. per bag of wheat per mile. The average distance, however, is  
From



from 14 to 15 miles from railway facilities, and according to local evidence this, under present conditions, is from 4 to 5 miles beyond the limit for successful wheat-growing. No difficulty is experienced in obtaining teams; but the time lost in carriage is regarded by the wheat-growers as a serious handicap, and results in the country not being put to its fullest use. It has been stated locally that in the event of improved conveyance facilities not being afforded there is every probability of agricultural land reverting to sheep farms.

It has been pointed out in the introductory portion of the report that the Committee's inquiry into the proposed extension was the outcome of a recommendation, when dealing with the expediency of constructing a line of railway from Rand to Ringwood, to the effect that consideration should be given to the terminus being fixed at a point on Bull Plain. There is no doubt that this extension would open up a large tract of good wheat country, and would be likely to lead to considerable development. The land in the district affected is eagerly sought after on account of its value for agriculture and mixed farming. Of the Mahonga estate, a few miles distant from Rand, and a large portion of which is within the influence of the proposed line, 17,000 acres had been sold at the time of the Committee's inquiry and a further subdivision of the balance of 50,000 acres completed. The proposed extension would also affect Wangawang, 9,000 acres, north of the terminus; Bull Plain, 7,000 acres; and portion of Terrami, to the south.

Of the alienated land within the influence of the proposed line, a fair living area within a 12 miles' radius is regarded as 600 to 800 acres. The wheat yields in average seasons approximate 20 bushels to the acre; the country is described as superior to that between Henty and Rand, whilst its carrying capacity is high.

## E. CONCLUSION.

7. The Committee's conclusion has been delayed for several months in view of the agreement entered into in 1922 between the New South Wales and Victorian Governments respecting the construction and operation of certain lines of railway from the Victorian border into New South Wales, which affect the extension of a line from Yarrawonga to Oaklands, near the suggested terminus of the proposed railway. Under this agreement the Victorian Parliamentary Standing Committee on Railways has held an inquiry into the connection mentioned, and has made the following recommendation in its report to Parliament (paragraph 72), dated 28th August, 1924 :—

The Committee recommends the construction of a 5 ft. 3 in. gauge railway from Yarrawonga northward to a point about 15 miles from Yarrawonga on the Mulwala-Savernake road, and there turning eastward to Frewin's Reserve; thence northward through the centre of Bull Plain parish, and along the western boundary of the Parish of Coreen; thence northward to Oaklands, passing on the west side of that town, and terminating in the railway yard, Oaklands, a distance of 37 miles; at an estimated cost of £245,800, including £32,400 for bridging the Murray River at Yarrawonga, and £22,700 for a junction station at Oaklands.

It appears to the Committee that the construction of the line referred to will largely affect the country within the influence of the proposed railway from Rand to a point on Bull Plain; and there appears to be every indication of the fact that wheat, wool, and livestock now forwarded to Sydney will find its market in Melbourne. Upon this point the Victorian Committee states :

The rate on wheat from Oaklands *via* Yarrawonga to Melbourne would be 14s. 4d. per ton, as compared with 14s. 10d. by way of Corowa and Wahgunyah. This difference of 6d. per ton., or less than 1d. per bushel, can be disregarded as being an important factor in the routing of the wheat, which would be marketed or shipped at Melbourne, the rate from Oaklands to Sydney being 18s. 1d. per ton.

Neither would the rate on wool be much different, whether it was taken from the Oaklands district by way of Yarrawonga, or *via* Corowa and Wahgunyah, the former route involving a charge of 70s. 3d. per ton as against 72s. 9d. for the latter, whilst the rate to Sydney is 104s. 5d. The rate for live stock from Oaklands *via* Yarrawonga to Newmarket (Melbourne) would be 168s. per truck, or 10s. less than by way of Corowa and Wahgunyah, whilst the rate from Oaklands to Sydney is 262s. 3d.

The Committee desires to draw attention to the fact that no time has been fixed between the Governments concerned for the commencement or completion of the Yarrawonga-Oaklands connection, although in respect of certain other lines referred to  
in



in sections 33 and 34 of the Border Railways Act, quoted below, commencing periods have been fixed at twelve months and two years, and completing periods at three and five years :—

33. The New South Wales Government undertakes to have legislation passed authorising the Victorian Government to construct a railway on the 5 ft. 3 in. gauge from the north side of the bridge at Gonn Crossing to a point at or near Stony Crossing, on the Wakool River, subject to such modifications and deviations in the route as may be determined by the Constructing Authority. The construction of the railway to be entered upon within two years of the date of ratification of the Agreement, and the construction to be completed to the terminus of the line within five years of the date of such ratification.

34. The New South Wales Government shall also secure authority for the Victorian Government to construct a railway on the 5 ft. 3 in. gauge either from a point on the north side of the bridge crossing the Murray River at Moama, or from a point on the Deniliquin-Moama Railway Company's line, between Moama and a point 1 mile north of the Mathoura railway station, over which the Victorian Railways may have come to an agreement with the Company regarding railway running rights or leasing (or, alternatively, the Victorian Railways having secured by purchase through the New South Wales Government the said Deniliquin and Moama Railway), bearing westerly or north-westerly to Moulamein, or a point near Moulamein, thence continuing in a north-westerly direction to a point within  $1\frac{1}{2}$  miles of the south side of the Murrumbidgee River, near Balranald township, subject to such modifications and deviations in the route as may be determined by the Constructing Authority. The Constructing Authority to be the Victorian Board of Land and Works, and that Constructing Authority to be vested with all the powers of the Railway Construction Authorities in New South Wales.

The construction of the railway to be entered upon within twelve months of the ratification of the Agreement, and to be completed within three years of such ratification.

Regarding the Oaklands connection, section 48 of the Act states :—

The questions of connecting the Corowa and Wahgunyah railways, and extending the Yarrawonga railway or the Wahgunyah railway to or towards Oaklands to develop that country, including its coal deposits, shall be inquired into by the Government of Victoria, and the Government of New South Wales will provide facilities for making such inquiries. The Government of Victoria shall arrange for these inquiries to be made by the Victorian Parliamentary Standing Committee on Railways at early convenience. Should the said Committee recommend the construction of either or any such railway between the said coalfields and the Victorian railway system, or any other connection provided for in this clause, the Victorian Government shall have the right to construct such railway or railways on the same terms and conditions, and shall work such railway or railways under the same conditions as are applicable to other railways to be constructed under this Agreement. Any bridge or bridges built in connection with the said railway or railways shall form part of the capital cost of the said railway or railways, and shall be constructed at the cost of the Victorian Government.

As there is no certainty the Committee have arrived at the conclusion that it is expedient the proposed line from Rand to a point on Bull Plain between Ringwood and Savernake be constructed, provided the Government of Victoria does not exercise its power under the Border Railways Act in respect of the extension of the Yarrawonga railway or the Wahgunyah railway to or towards Oaklands.

#### RESOLUTION PASSED.

8. The resolution passed by the Committee is shown in the following extract from the Minutes of Proceedings :—

Mr. Burke moved : "That in the opinion of the Committee it is expedient the proposed line from Rand to a point on Bull Plain between Ringwood and Savernake, as referred to them by the Legislative Assembly, be constructed, provided the Government of Victoria does not exercise its power under the Border Railways Act, 1922, in respect of the extension of the Yarrawonga railway or the Wahgunyah railway to or towards Oaklands."

Mr. Travers seconded the motion; which was passed.

W. T. DICK,  
Chairman.

Office of the Parliamentary Standing Committee on Public Works,  
Parliament House, Sydney, December 6th, 1924.



# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## MINUTES OF EVIDENCE.

### RAILWAY FROM RAND TO A POINT ON BULL PLAIN BETWEEN RINGWOOD AND SAVERNAKE.

WEDNESDAY, 13 DECEMBER, 1922.

Present:—

THE HON. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.  
WILLIAM CAMERON, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee considered the expediency of constructing a line of Railway from Rand to a point on Bull Plain between Ringwood and Savernake.

Thomas Bryce Cooper, Under Secretary Department of Public Works, sworn, and examined:—

1. *Chairman.*] Will you read the statement you have prepared in connection with the proposed railway?—Yes, it is as follows:—

PROPOSED RAILWAY FROM RAND TO A POINT ON BULL PLAIN BETWEEN RINGWOOD AND SAVERNAKE.

Estimated cost £176,000, or £6,286 per mile, exclusive of land and compensation.

Length, 28 miles; ruling grade 1 in 100; sharpest curve 25 chains radius.

On 22nd November, 1922, the Secretary for Public Works and Minister for Railways moved in the Legislative Assembly "That it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon the expediency of constructing a line of railway from Rand to a point on Bull Plain between Ringwood and Savernake."

Question resolved in the affirmative.

This proposal is the outcome of a recommendation by the previous Public Works Committee in connection with their inquiry into proposals for railway extension from Oaklands to Savernake and from Rand to Ringwood. The line now submitted was suggested by the Railway Commissioners in the course of that inquiry; and the Committee, having in view the present and prospective development of the district and the fact that it would equally divide the country between Berrigan on the Finley-Berrigan line, and Hopefield on the Culcairn-Corowa line, and tap practically the whole of the agricultural land at present unserved in the Southern Riverina district, expressed the opinion that the immediate consideration should be given to the question of its construction (*vide* Public Works Committee's report of 11th April, 1922).

Upon being advised of the Committee's decision the then Minister (Mr. Estell) directed that the Railway Commissioners be asked for their Statutory Report on the proposed line so that the matter might be in readiness if reference to the Public Works Committee should be decided upon later.

The Commissioners' Statutory Report was received on 31st October, 1922, and the present Minister (Mr. Ball) then decided to submit the proposed railway to Parliament for reference to the Committee.

Following is the official description of the line:—

"This proposed railway commences at the southern end of Rand station on the northern bank of Billabong Creek at 393 miles 56 chains from Sydney; it immediately crosses that creek and proceeds

in a south-westerly direction, and crosses Fighting Harry Creek at 397 miles 40 chains; the Daysdale-Walbundrie road is crossed at 401 miles 20 chains, about 2 miles beyond which Coreen Hill is passed on the north, and the Daysdale-Corowa road and stock route are crossed at about 410 miles—Daysdale being distant 4 miles 60 chains north-westerly by that road; Twelve Mile Creek is crossed at 412 miles, and the line terminates near Bull Plain at 5½ miles distant south-easterly from Daysdale and a similar distance north-westerly from Ringwood at 421 miles 20 chains from Sydney.

"The works are light, with a ruling grade of 1 in 100, and the sharpest curve is 25 chains radius. All the land passed through is alienated."

The Railway Commissioners' Statutory Report is dated 31st October, 1922, and is as follows:—

In accordance with the request of the Honourable the Minister for Public Works and Railways, and in pursuance of the provisions of the Public Works Act, 1912, the Commissioners beg to submit their report on the abovementioned proposal.

The financial prospects of the extension are as under:—	£
Estimated cost of construction .....	176,000
Estimated annual expenditure—	
Interest on cost of construction (£176,000)	£
at 5½ per cent. ....	9,680
Working expenses.....	6,520
	16,200
Estimated annual revenue .....	8,600
Difference .....	£7,600

No survey of the route has been made, but the length of the line is approximately 28 miles. The district traversed gives promise of an appreciable development, and as a matter of policy the objective of the line is regarded as Mulwala on the Victorian border to serve the whole of the agricultural land at present unserved in that portion of Southern Riverina.

The statutory report on the proposed railway extensions from Southern Riverina towards the Victorian border, dated 21st December, 1920, should be read in conjunction with this report.

The Common Seal of the Railway Commissioners for New South Wales was hereunto affixed the 31st day of October, One thousand nine hundred and twenty-two, in the presence of—

(I.S.) JAMES FRAZER.  
J. H. CANN.

W. JNO. MORRIS, Secretary.



Witness—T. B. Cooper, 13 December, 1922.

The proposed railway extensions from Southern Riverina towards the Victorian border referred to above were from Oaklands to Savernake, 15 miles 4 chains, and from Rand to Ringwood, 26½ miles, and the Commissioners' statutory report thereon of 21st December, 1920, reads as follows:—

PROPOSED RAILWAY OAKLANDS TO SAVERNAKE, 15 MILES 4 CHAINS.

Estimated cost of construction:—

	£
Estimated cost of construction .....	101,000
Interest on cost of construction (£101,000) .....	£
at 6½ per cent .....	6,565
Working expenses .....	3,700
	10,265
Estimated annual revenue.....	4,000
Difference .....	£6,265

PROPOSED RAILWAY RAND TO RINGWOOD, 26½ MILES.

Estimated cost of construction—

	£
Estimated cost of construction .....	176,000
Interest on cost of construction (£176,000) .....	£
at 6½ per cent .....	11,440
Working expenses .....	6,400
	17,840
Estimated annual revenue .....	8,600
Difference .....	£9,240

These estimates are submitted as alternative ones, and must not be taken to mean that if both lines were constructed the results as shown would be realised. For instance, a terminus at Savernake would only be 12 miles from Ringwood and 14 miles from Berrigan, while the original proposal from Rand to Ringwood would only be 12 miles from the Corowa line and a similar distance from Savernake, thus clearly showing that if both lines were to be constructed they would so converge as to reduce the area to be served to a radius of about 6 miles.

In the Southern Riverina district of this State branch line termini exist at Tocumwal, Oaklands, Rand, and Corowa, and on the other side of the Murray River the Victorian railway system extends to Wahgunyah, Yarrawonga, Cobram, and Tocumwal. It would be preferable to decide upon a definite scheme for serving with one more through line to the Victorian border the whole of the agricultural land at present unserved so far as the Southern Riverina district of New South Wales is concerned. To accomplish this it is suggested that instead of the line running direct from Rand to Ringwood it be deviated to the north-west, as shown in black, and its ultimate destination to be regarded as Mulwala. By this proposal the distance between the Corowa, Clear Hills, and Berrigan lines would be equally divided, and no country would be more than 10 miles away from railway communication; the extension from Oaklands to Savernake would be rendered unnecessary, and an advantage would be secured by having the main line connection with Henty on the south. There is still the more important point of enhancement which must accrue to the Government by resumption or subdivision of large holdings prior to railway construction; the land in the particular localities concerned is eagerly sought after owing to its superior value for agriculture and mixed farming and its proximity to the Victorian and New South Wales markets.

2. *Mr. Burke.*] Am I to understand that the Railway Commissioners recommend the extension of the proposed line at a later date to Mulwala?—That is the ultimate objective, but at the present time they recommend the construction of the railway from Rand to a point on Bull Plain between Ringwood and Savernake. They have planned the line with a view to ultimately carrying it on to Mulwala.

3. With regard to the line from Oaklands to Savernake, the Railway Commissioners think that it would not serve a sufficiently large area of country?—They consider that if the proposed railway from Rand to Bull Plain is constructed the country between the Corowa and Tocumwal lines will be equally divided. They consider the proposed line the most economical project for serving that area with railway communication.

4. That is to say the proposed line would divide up the area to be served more equally?—Yes. For instance on the Hopefield side there is a considerable stretch of country which would be more remote from railway communication if the line from Oaklands to Savernake were built; but the proposed railway from Rand to Bull Plain will approximately divide the country evenly.

5. Is the country to be served by the proposed line good?—It is.

6. Is it good country right down to Mulwala?—Yes. All the country in the Riverina belt right down to the river Murray is good.

7. *Mr. Travers.*] Since the Railway Commissioners reported in 1920 a new aspect has cropped up with regard to border railways. Paragraph 48 of the schedule of the Border Railway Act—and the schedule constitutes the agreement between the States of New South Wales and Victoria reads:

The questions of connecting the Corowa and Wahgunyah railways, and extending the Yarrawonga railway or the Wahgunyah railway to or towards Oaklands to develop that country, including its coal deposits, shall be inquired into by the Government of Victoria, and the Government of New South Wales will provide facilities for making such inquiries. The Government of Victoria shall arrange for these inquiries to be made by the Victorian Parliamentary Standing Committee on Railways at early convenience. Should the said Committee recommend the construction of either or any such railway between the said coalfields and the Victorian railway system, or any other connection provided for in this clause, the Victorian Government shall have the right to construct such railway or railways on the same terms and conditions, and shall work such railway or railways under the same conditions as are applicable to other railways to be constructed under this Agreement.

If the proposed line is constructed, and subsequently a line on the Victorian gauge is extended from Yarrawonga to Oaklands, or from Wahgunyah to Oaklands, either of those lines would serve a good deal of the country that would be served by the proposed line. Railway extension from Victoria on the Victorian gauge would also obviate the necessity for the transshipment of freight at the border?—That is so. The two proposals are in conflict to that extent. Of course it is entirely an optional matter with Victoria whether she extends her railways into that portion of New South Wales or not. So far as I know, the Minister's policy it is that our own proposal which has been suggested by our Railway Commissioners should not stand aside until the Victorian Government has satisfied itself as to whether or not it should proceed with its extensions over the Border.

8. In the event of Victoria deciding to extend her railway system either from Yarrawonga to Oaklands or from Wahgunyah to Oaklands, whichever line was built, could be deviated in such a way as to serve the bulk of the country which it is proposed to serve by means of the line now under consideration, and, as I said, if either lines were built it would obviate the necessity for transshipment at the border, and goods could be carried straight into Victoria?—Yes, and the mileage would be considerably less so far as freight is concerned.

9. It is only a short time since the Borders Railways Act was passed, and you would not yet be in a position to know whether the Victorian Government has done anything in the matter?—The Victorian Government has passed an Act ratifying the agreement in the same manner as New South Wales, and we have every reason to believe that the Victorian Government is taking steps to carry out the provisions of the Act both with regard to the railways further down the Murray, and with regard to the extension of existing lines.

10. It was suggested at Oaklands that a line from Oaklands to Savernake would be useless from the point of view of serving the coal area there if it were built on the New South Wales gauge?—I am not sure whether the coal deposit it being worked. At any rate, it is in the transition stage.

11. The people there say that any line to suit them must be on the Victorian gauge?—I understand that the coal-mining proposition is merely a proposition at the present moment. No actual work has been done, except testing and opening up the deposit. They are certainly not producing coal, nor can they, with any prospect of success, produce coal until such time as the question of railway communication is settled.

12. *Chairman.*] And that railway communication they say must be with Victoria?—Yes, because it would not pay to haul coal the other way.

13. *Mr. Travers.*] If the Committee recommend the proposed line and it were constructed, and subsequently the Victorian Government decided, as it can decide under the agreement arrived at between the two States, to construct



## 3

*Witnesses*—T. B. Cooper, 13 December, 1922, and W. Hutchinson, 18 December, 1923.

a line on the Victorian gauge either from Yarrawonga to Oaklands or from Wahgunyah to Oaklands, that line would be a very serious competitor with the proposed railway?

It would be a very serious competitor, indeed. Of course, if New South Wales determined its policy with regard to the extension of this line the question is whether the Victorian Government would enter the field as an active competitor.

14. That is if the New South Wales Government decided to carry the line right through to Mulwala?—No. Assuming the Committee reported favourably on the proposed line, and subsequently an authorising Act were passed, and these steps were taken before Victoria determined her policy, I am of the opinion that the action taken by New South Wales would have a very potent influence on Victoria. Of course, if the coal field at Oaklands turns out as expected I have no doubt that Victoria would favour a railway proposal which would be so much to her own advantage.

15. *Mr. Burke.*] When the New South Wales Commissioners considered the construction of the railway now before the Committee they knew perfectly well that an agreement had been arrived at between Victoria and this State?—They did not. The border railway agreement had not been formulated then, nor had the Act been passed.

16. As a matter of fact, the question of Victoria building railways over our border has been in the air for many years?—It has. I can remember when the late Mr. O'Sullivan and Mr. Hayes went to Melbourne on behalf of

the New South Wales Government and arrived at a tentative agreement with Victoria in regard to the construction of border railways.

17. There is no certainty that even now Victoria will carry out her part of the contract? So far as the building of railways in this particular part of the country is concerned, it is quite optional for Victoria to build them or not, but she is definitely committed to the other border railways.

18. No time limit has been set down and Victoria may not for the next ten years decide to carry out her part of the contract?—No time limit has been set down in the agreement.

19. Do you think that that part of the country is badly served with railways now?—The Railway Commissioners in their statutory report say that the distances there are unfavourable to profitable agricultural development.

20. How do the people who live midway between the Corowa and Tocumwal lines get their produce to a railway?—By means of teams. Some of the more up-to-date people utilise tractors.

21. The absence of railway communication there does not tend to the development of that part of the country?—It does not. It is rich country capable of closer settlement, and it is considered that a reasonable measure of development would follow the construction of the proposed railway. I might add that the mere fact that this proposal is being inquired into by our Public Works Committee may hasten the settlement of the issue by the Victorian authorities.

MONDAY, 18 DECEMBER, 1922.

Present:—

THE HON. W. T. DICK (CHAIRMAN).

THE HON. JOHN TRAVERS.  
THE HON. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.  
DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Rand to a point on Bull Plain between Ringwood and Savernake.

William Hutchinson, Chief Engineer for Railway and Tramway Construction, Department of Railways, sworn and examined:—

22. *Chairman.*] Have you prepared a statement in connection with this proposal?—No. Unfortunately this is another of the lines where no survey has been made, and no detailed estimate has been drawn up. The estimate of £176,000 which has been submitted for this line works out at £6,286 per mile. This estimate is based on the estimate for the Henty-Daysdale line, which I gave the Committee some little time ago. Looking at the broad facts again, I should say that whilst I cannot guarantee the estimate, I consider it is high to-day. I think that the line could be probably built for a good deal less. There are no figures in connection with the estimate I have given. It has been based on what is very often a very erroneous method—the estimate for another line, taking the wages ruling at that time, and adding the increase.

23. You worked out a detailed estimate for the proposed line from Rand to Ringwood?—So far as I know, we never worked out an estimate for that line.

24. You did for the Oaklands-Savernake line?—Yes.

25. From the construction point of view, would the financial results be somewhat similar in the case of the proposed line as in the case of the line from Oaklands to Savernake?—I looked at that estimate, and perhaps I might read the following letter which I wrote to the Secretary for Railways some time ago, when I was asked

to prepare an amended detailed estimate in connection with the proposed railways from Oaklands to Savernake, and Billabong to Ringwood:—

In reply to your letter of the 18th instant received by me at 9 a.m. to-day, I have to state that it is not possible, in the limited time, to prepare an amended detailed estimate for the proposed line from Oaklands to Savernake. The previous estimate was prepared in August, 1916, with the basic wage at 10s. per day, the amount being £72,050. Wages are now 15s. 9d. a day, which is an increase of  $5\frac{1}{2}$  per cent., but the cost of the line would not increase in the same proportion; and I think an increase of 40 per cent. might be taken as approximately the cost, viz., £100,870, or say £6,700 per mile. The length of the line is 15 miles 4 chains, grade 1 in 100, sharpest curve 20 chains radius, weight of rail 60 lb. per yard.

With regard to the proposal from Billabong to Ringwood, there has been no survey for this; and no detailed estimate had, therefore, been prepared. The only way in which an approximation can be arrived at is by taking the average cost of the Henty-Daysdale line, the estimate of which was made in July, 1913, when the standard wage was 9s. per day, and adding thereto the increase due to the increased basic wage. The length of the line would be  $26\frac{1}{2}$  miles, laid with 60 lb. rails, ruling grade 1 in 100, and sharpest curve 25 chains radius. The estimated cost on the basis of the 1913 estimate above referred to is £117,289. The increase in the basic wage is 75 per cent. over that obtaining in 1913; and assuming that the increased cost of the line will be only at the rate of 40 per cent., then the cost will be £175,933, or £6,639 per mile.

I wish to point out that these estimates are only approximate, and I cannot certify to their accuracy.

It is really very unsatisfactory to have to give these estimates, and I always demur giving them without the details. However, I can assure the Committee that the estimate before it is ample to cover every contingency in connection with the proposed line.



Witness—W. Hutchinson, 18 December, 1922, and C. A. Hodgson, 17 January, 1923.

26. *Mr. Travers.*] The Railway Commissioners in their statutory report on the proposed line said:—

No survey of the route has been made, but the length of the line is approximately 28 miles. The district traversed gives promise of an appreciable development, and as a matter of policy the objective of the line is regarded as Mulwala on the Victorian border to serve the whole of the agricultural land at present unserved in that portion of Southern Riverina.

Under the Border Railways agreement, arrived at between New South Wales and Victoria, Victoria had the option, if she chooses, to extend her railway system either from Yarrawonga to Oaklands or from Wahgunyah to Oaklands to open up the coalfield there. If either line were built on the Victorian gauge, would it not serve a great portion of the country that would be served by the proposed line?—If the Victorian Government extended its system on the Victorian gauge to Oaklands, either from Yarrawonga or Wahgunyah, there would be no necessity to build the proposed line. The Victorian line would serve the country, but, probably, it would not serve it as well as the proposed line.

27. If the line from Wahgunyah to Oaklands were swung eastward it would serve nearly the whole of the country that the proposed line would serve?—I consider it would.

28. The Riverina people look upon Melbourne as their objective?—Certainly, it is much nearer than Sydney.

29. A line on the Victorian gauge would serve their interests better than the proposed line, even if it were

extended to Mulwala?—I would not like to commit myself, but I should think it would.

30. If the Victorian system were extended to Oaklands it would obviate the necessity for transshipment at the border?—A line from Wahgunyah would run close to our line for some distance. I should think a connection from Yarrawonga would be more sensible.

31. *Mr. Drummond.*] There is a coalfield at Oaklands?—I have heard of it, but I do not know anything about it.

32. If the Victorian system were extended to Oaklands it would not only draw coal but a good deal of wheat and other produce that probably comes north at the present time?—I should say that it would draw anything within drawable distance. It would take everything it could, and it would be cheaper to use it.

33. The possibility of the Victorian Government building a line either from Yarrawonga or Wahgunyah to Oaklands is a factor that ought to be taken into consideration in connection with the proposed line?—I should think so.

34. *Mr. Burke.*] If the Victorian Government did not see its way to extend its system either from Yarrawonga or Wahgunyah to Oaklands within the next ten years the people in that part of the State would be badly served?—A portion of that country would be.

35. That is a factor that should be taken into consideration in the inquiry into this project?—I should think it would be a very essential factor in your inquiry.

WEDNESDAY, 17 JANUARY, 1923.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.

BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Rand to a point on Bull Plain between Ringwood and Savernake.

Charles Austen Hodgson, Chief Traffic Manager, Department of Railways, sworn and examined:—

36. *Chairman.*] Have you a statement to make with respect to the proposed railway from Rand to a point on Bull Plain midway between Ringwood and Savernake?—Yes. It is as follows:—

This proposal was the outcome of a recommendation made in connection with an inquiry into the merits of a line from Rand to Ringwood, and another from Oaklands to Savernake, the Commissioners having reported in favour of one route centrally situated to serve the combined interests of Savernake and Ringwood, and their recommendation was adopted by the Public Works Committee in April, 1922.

The amended figures for the central line are as follows:—

Estimated cost of construction.....	£	176,000
Estimated annual expenditure:—	£	
Interest at 5½ per cent.....	9,680	
Working expenses .....	6,520	
	£	16,200
Estimated annual revenue.....	8,600	
Difference .....		76,000

The district concerned in this proposal gives promise of an appreciable development and as a matter of policy the objective of the line is regarded as Mulwala on the Victorian border to serve the whole of the agricultural land at present unserved in that portion of southern Riverina.

37. Have you, as head of your Department, taken into consideration in any way recent proposals for the extension of the Victorian lines into our territory in that district?—As far as I know they will not affect this question.

38. Do you regard this suggestion as being the best solution of the problem of railwaying the area which it was previously proposed to do by a line from Rand to Ringwood and from Oaklands to Savernake?—Yes.

39. You regard this as a proposition which is worthy of serious consideration?—Yes. I think it is a line which has to come, and that it will be carried on to Mulwala.

40. Would it be necessary to make any deviation from the proposed objective at Bull Plain in order to get down eventually to Mulwala?—No: it will be an extension.

41. There was a suggestion, during the course of the previous inquiry, that it should go a little further to the east, so as to get to Mulwala?—It will be seen by looking at the map that the line to be made is one midway between Berrigan and Hopefield.

42. That was the reason of the Committee's recommendation on the evidence given previously?—That is so. We always want to put a new line midway between two existing lines.

43. *Mr. Travers.*] Apart altogether from the influence this line would have on local development, one of the reasons, I take it, for the construction of this line is that at some time it will be extended to Mulwala?—I would not go so far as to say that. I think, even if there were no Mulwala, it would be the right and proper thing to extend this line to the point we have selected. There is an area of excellent agricultural land there which is not served.

44. When you were giving evidence before the previous Committee on 10th March, 1921, you said amongst other things:

A perusal of the map shows that we have sections of line terminating at Tocumwal, Oaklands, Rand, and Corowa; and on the opposite side of the Murray the Victorian system extends to Wahgunyah, Yarrawonga, Cobram, and Tocumwal. I am therefore of the opinion that we should now decide upon a definite scheme for serving with one more through line to the Victorian border the whole of the agricultural land at present unserved so far as New South Wales is concerned. To accomplish this I would suggest that instead of the line running direct from Rand to Ringwood it be deviated to the north-west, and its ultimate destination to be regarded as Mulwala.



Witnesses—C. A. Hodgson, 17 January, and J. E. H. Kennedy, 5 June, 1923.

Supposing that Victoria exercises her option under the Border Railways Agreement of constructing a line with her own gauge from Yarrowonga to Oaklands, or from Wahgunyah to Oaklands, would the construction of that line affect your traffic figures to any appreciable extent?—To a certain extent it would. We would have competing lines.

45. Do I take it that you are of opinion if Victoria constructed either of those lines we should hesitate before constructing our line from Rand to Bull Plain?—I agree to that; but I do not think either of those lines should be constructed.

46. There was an idea of connecting with Oaklands where there was a coal mine, from which a good deal of good brown coal could be obtained which would be of great value to Victoria, and the only line which would be suitable would be the one with the Victorian gauge right up to the pit mouth?—I know that is part of the reason.

47. Mr. Doe.] In the event of the line from Rand to Bull Plain being continued to Mulwala, will the tendency be for a heavy traffic to go to Melbourne?—Not necessarily.

TUESDAY, 5 JUNE, 1923.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.

BRIAN JAMES DOE, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Rand to a point on Bull Plain between Ringwood and Savernake.

John Edmond Harold Kennedy, chief draftsman, Department of Lands, sworn, and examined:—

48. Chairman.] You have a statement to place before the Committee?—Yes, it is as follows:—

PROPOSED RAILWAY—RAND TO BULL PLAIN.

	acres. (about).
Alienated lands (tinted blue)— Including conditional purchases, conditional purchase leases, settlement purchases, homestead selections, suburban holdings, and homestead farms .....	388,700
Reserved lands, about 6,700 acres— * About 6,000 acres not held under any tenure (tinted green) .....	6,000
" 700 " held under lease and license (edged green).	
" 6,700 "	
Leased lands (hatched blue)— Special leases (including about 200 acres reserves) Crown " .....	about, (00 acres) 200 " }
" (about 200 acres reserves)	800 " }
Crown lands (tinted brown)— Held under Occupation License (including about 500 " " )	500
(About 700 " " )	
Total area about .....	396,000

\* It is probable that part of these reserved lands may be held under annual leases, particulars of which are not available at Head Office.

J. E. H. KENNEDY,  
Chief Draftsman.

Department of Lands,  
Sydney, 5th June, 1923.

Limits of Affected Area.

The limits of the area which would be influenced by the construction of the proposed railway, Rand to Bull Plain, in accordance with instructions received, have been restricted to 12 miles from each side of the proposed lines, and are shown on map produced by a firm red band. On account of the existing railways, Berrigan to Jerilderie, Oaklands to The Rock, Rand to Henty, and Culcairn to Corowa, the limits referred to on the western, north-western, north-eastern, and south-eastern sides of the affected area are indicated on map about midway between the said existing railways and the proposed line.

The 12-mile zone is shown on the south-western end of the proposed railway and is bounded by a line being a radius 12 miles in length, the centre of which is the terminal point of the proposed railway, and bearing generally westerly and south-westerly to its intersection with lines forming the boundaries about midway between the existing railways and the one proposed. Extension beyond the other limits indicated to cover that zone on each side of the proposed railway would include lands within the sphere of the existing lines above-mentioned.

Concerning the lands within the limits shown the following particulars are submitted:—

There are no untenanted Crown lands within the affected area.

Forest Reserves.

There are three forest reserves, dedicated as State forests with an aggregate area of about 2,400 acres.

Country—Generally level and gently undulating; low gravelly and stony ridges in parts.

Soil—Light sandy, generally red with little grey soil.

Most of it suitable for cultivation (wheat, &c.).

Timber—Thick pine of good prospective value; also box and oak generally of little value.

No inconvertible leases exist within the affected area's limits.

Settlement Purchase Areas.

It will be noticed that the affected area contains nine closer settlement purchase areas, six wholly and three partly within its limits, as shown by white firm bands on map, with a total acreage of about 38,600 acres. They were acquired by the Government under the provisions of the Closer Settlement Acts, the information concerning which is detailed in the following schedule:—

Settlement Purchase Area.	Acreage.	Date of Acquisition.	No. of Farms.	Disposal average price per acre.	Disposal average price per Farm
	a. r. p.			£ s. d.	£ s. d.
Coreen and Back Paddock "9" ..	Large part about 29,200 0 0	12 Nov., 1909	50 within, partly within.	4 0 2	2,440 6 7
New Coreen .....	2,384 1 0	22 Jan., 1912	7	4 16 6 (about)	1,643 0 4
Miller's .....	1,309 3 0	2 Oct., 1920	2	4 19 0	3,242 0 11
O'Bryan's .....	Large part about 500 0 0	9 Dec., 1920	2	7 5 0	3,169 12 0
Nixon's "2" .....	559 3 0	1 Jan., 1921	1	.....	3,500 0 0
Nixon's .....	573 2 0	1 Mar., 1921	1	5 10 0 (about)	3,164 5 0
Clark's "7" .....	933 2 0	24 Feb., 1921	2	6 4 4 (about)	2,917 7 3
Ingleburn .....	901 1 0	6 Sept., 1921	2	6 0 0 (about)	2,706 0 0
Walbundrie .....	Small part about 2,200 0 0	1 Mar., 1919	2 within, 6 partly	7 0 0 (about)	.....

The whole of Walbundrie estate (about 15,700 acres) comprises thirty-one soldiers' group purchase and six settlement purchase acres. The balance was sold at auction for village settlement.

All the farms in the above areas were applied for and allotted by the Minister.

It is desired to mention that within the affected area's limits there are about 6,500 acres of unalienated Crown lands, viz., about 6,000 acres of reserved lands not held under any tenure other than annual tenure, and about 500 acres of Crown lands held under occupation license.

Rainfall.

The average annual rainfall on the whole of the affected area is about 19 inches.



Witnesses—G. Duncan and W. Tate, 27 February, 1924.

WEDNESDAY, 27 FEBRUARY, 1924.

[The Committee met in the Public Hall, Coreen.]

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Rand to a point on Bull Plain between Ringwood and Savernake.

Gordon Duncan, farmer and grazier, Daysdale, sworn, and examined:—

49. *Chairman.*] How far from the route of the proposed railway is your property situated?—About 2 miles. I am in favour of a line from the Rand to a point midway between Savernake and Ringwood, which would evenly divide the country.

50. Do you consider that the proposed railway more evenly divides the country to be served than either of the two proposals previously inquired into?—Yes.

51. What development is likely to arise from the construction of a railway from Rand to the proposed terminus; would there be a subdivision of estates and would further areas be put under cultivation?—Yes. The Mahonga owners have recently sold 17,000 acres of their holding, and I am told that if this line is built a further subdivision of that estate will take place.

52. How far along the course of the proposed line does the Mahonga country extend?—Some of it extends within the influence of Rand, but there is a lot outside. About 5 miles of the estate will come within the influence of the line, before the south-western boundary is reached.

53. On what side of the line?—North and south. The line will go through it. There are several big holdings along the route.

54. Does the Mahonga Company still hold 70,000 acres?—I think the area has been reduced to about 50,000 acres.

55. What other estates are there within the influence of the proposed line?—Wongamong, Bull Plain, and the northern portion of Tarramia, to the south.

56. Is not that within the influence of the line at Mulwala?—Yes, portion of it is.

57. Would traffic from Tarramia come to the proposed line?—Yes, the northern portion.

78. How far towards Berrigan would it draw traffic?—Very little beyond Savernake. The tendency has been to go towards Yarrawonga.

59. Is that due to the fact that the roads the other way are indifferent?—Yes, there are better roads this way. If the railway is built it will have a big influence on the making of the roads. At present the Coreen Shire is very much in want of quarries. If the railway were constructed metal and other material could be conveyed to the various centres, which would assist in making roads to and from the proposed terminus. A good deal of Tarramia has been taken up.

60. *Mr. Mahony.*] Does a fair amount of traffic from Savernake go to Yarrawonga?—Yes.

61. Is it much shorter to go from Yarrawonga to Melbourne than from the proposed terminus to Sydney?—Yes.

62. If the line were built would traffic from this district still go to Victoria?—No, not if fares and freights were reasonable. In that case I have no doubt people would support the new line. The greatest nightmare of the farming community is the long road carriage of wheat. It is trying on the horses as well as on the men. Shorter haulage from the farms to the railway-siding would cause farmers to use the railway.

63. *Mr. Doe.*] Are you a member of the local Council?—Yes.

64. What is the usual size of the wheat farms in this district?—From 900 to 1,000 acres for a decent living to compensate a man for the disadvantages of living in this locality. At present you cannot properly educate your children to a reasonable standard. A farmer here is entitled to more than a bare living area.

65. What is the average value of wheat land in this district. I refer to country which has been rung?—It is selling now up to £7 an acre. The market value is its actual value.

66. I suppose with the railway it would sell at a higher price?—I do not think so. That is a reasonable estimate.

67. The railway must add something to the value of the land?—Yes, it would add some, but land used for wheat production has a standard value.

68. Do you think it has reached its full value without the railway?—Yes, practically.

69. But how much would the railway increase its value? Perhaps from 10s. to £1 per acre.

70. Has there been much development in the Rand district during the three or four years since the railway has been constructed there?—Yes. Bulgandra Station has been cut up almost completely, and a good deal of the eastern and south-eastern portion of Mahonga has also been cut up. A fair number of people have settled there.

71. *Mr. Burke.*] If the line from Yarrawonga or Wahgunyah were extended to Oaklands, would not the rail distance from this district to Melbourne be considerably shorter than it would be to Sydney?—Yes.

72. In that event could the proposed line be made a paying one?—I think whether it pair or not it should ultimately join up with the Victorian railway.

73. Would a railway run by the Victorian Government to Oaklands serve this district?—No, it would still be a long way from here. If extended from Wahgunyah to Oaklands it would be a little nearer.

74. Do you contend that with an extension of that line and with the Corowa line this country would not be well served without the proposed railway?—Yes.

William Tate, farmer and grazier, Ringwood, sworn, and examined:—

75. *Mr. Travers.*] Do you support the proposed railway from Rand to Bull Plains?—Not exactly to Bull Plains as proposed. In my opinion it should deviate a little to the south as far as Frewin's Reserve. That is travelling stock reserve 9,275.

76. About what distance would that be from the proposed terminus?—Two or 3 miles. The railway should run direct to Frewin's Reserve, as it would serve better country. The best country lies to the south of the proposed line.

77. Would you leave the proposed line somewhere about Coreen and go south?—Yes, practically in a direct line to Frewin's Reserve. The Ringwood land is very valuable and is all settled. You cannot buy land there now for less than £8 10s. or £9 an acre. To the north the land is poor. The Wongamong land is good, but it is getting close to Oaklands. I look to this line going in future to Mulwala and



Witnesses—W. Tate, J. H. Kingston, and N. A. Kerr, 27 February, 1924.

Yarrowonga. The shortest route is the best, and some day there will probably be irrigation here. I have no axe to grind, and all things considered, I believe that a line to Frewin's Reserve is the best. It is a permanent reserve, comprising 200 or 300 acres, suitable for railway purposes, and you can get abundant water there by sinking 80 or 90 feet. Such a line would serve Savernake.

78. What is a fair distance to cart wheat to the railway in this district?—Not more than 10 miles, I have grown and carted 50,000 bags 18 miles to the railway.

79. Does a 10-mile radius of the terminus of the proposed line include all the good country you have mentioned?—No.

80. Would the portion left out be within the influence of the Culcairn-Corowa line?—No. There would be 15 miles the other way.

81. What are you doing with your property?—I cultivate up to 900 acres some years, and go in for grazing. I hold 1,600 acres, and my sons have 950 acres.

82. Where is your trucking station?—At Corowa.

83. What does it cost you to cart wheat?—15d. a bag.

84. Taking the country from Rand to Bull Plains, what would be the average distance which the farmers cart their wheat?—Some of them 20 miles. The average is over 10 miles.

85. If the railway were built would that average distance be reduced by about half?—Yes.

86. According to the official evidence given by representatives of the Lands Department, there are 388,700 acres within the influence of the proposed line. Within 12 miles of the railway what would be a living area?—About 600 acres.

87. What has been the yield throughout the district?—I have averaged 20 bushels to the acre. Some farmers have averaged more. It is all good wheat country. I know of farmers who this year have averaged 33 bushels.

88. Could you make a comparison between the country from Henty to Rand and that portion 10 miles south of Rand?—This is superior country for mixed farming.

89. What is the carrying capacity of this land for sheep?—Two Merino sheep to the acre. In some years you can hardly keep the grass down.

90. If the Victorian Government constructed a line on the Victorian gauge from Mulwala to Oaklands, would it alter your opinion about the future destination of the proposed railway?—If the Victorian Government did that there would be no necessity for this line to go on.

91. Would there be necessity for this line to go as far as Bull Plains; should it terminate at Coreen?—No, I think it should go on so that the Victorian line might tap it. That would increase the traffic on the railway.

92. In the event of the proposed railway linking up with the Victorian line from Mulwala to Oaklands would it cause local wheat to find its way into Victoria?—No, because there is only 1d. difference in the freight between Melbourne and Sydney, and it would not pay to tranship unless it was special wheat. There is a big traffic in machinery and bags. Stock would be transported in time of drought.

93. Most of your farming machinery and goods are brought here from Victoria?—Yes. Wheat would go to Sydney.

94. Would wheat grown within 8 or 9 miles of the proposed line on the Victorian gauge go to Sydney?—I think it would go to the nearest railway station, as the difference in freight is trifling.

John Henry Kingston, farmer, Coreen, sworn, and examined:—

95. *Mr. Burke.* Are you in favour of the line as proposed?—I am in favour of the line, but I believe it should terminate near Frewin's Reserve. That would be about midway between Berrigan and Corowa. It would make the line no longer.

96. Supposing the Victorian Government extended their railway on the Victorian gauge from Mulwala to Oaklands?—It would affect the line to a certain extent, but if this line is not built there would be a good deal of country in that district not served.

97. Would not the Victorian line serve a great part of this country?—Not at the Ringwood end.

98. What is the area of your holding?—583 acres. I grow wheat mostly and send it to Hopefield, 17½ miles away.

99. If the proposed railway were constructed and the Victorian line were extended as proposed, would you still send your wheat to Sydney?—Yes, because I should be so many miles closer.

100. How far is your place from the proposed line?—Two or 3 miles—about 5 miles by road.

101. How far would you be from the Victorian line?—Ten or 12 miles.

102. What is a living area in this district?—From 800 to 1,000 acres, according to the country.

103. What is the carrying capacity of this land?—In a favourable season one and a half sheep to the acre.

104. During the time you have resided in the district have the conditions been good?—Good and bad. At times we have had it pretty rough. During the last few years we have not had too bad a spin.

105. Is the country to be served by the proposed railway as good as that between Henty and Rand?—I would say it is better, on an average.

106. If the railway were built would the large estates in the district be subdivided?—Yes.

107. Would you be prepared to take up more land?—Yes, that is what I should like to do.

108. Would Sydney still be your market?—Yes.

109. How far is your holding from the existing railway?—17½ miles.

110. What in your opinion is a fair carting distance to the line?—From 8 to 10 miles is a good day's work. When you have to go 17 miles you have no time to do anything else.

111. If Victoria extended the railway to Oaklands do you think the proposed line would become a paying proposition?—I certainly think it would in a reasonable time.

Nathaniel Arthur Kerr, farmer and grazier, Oaklands, sworn, and examined:—

112. *Mr. Mahony.* What area do you hold?—About 11,000 acres. I have recently acquired 3,600 acres within 7 or 8 miles of Rand.

113. Is the rest of your land served by the Oaklands line?—Yes. In my opinion the route of the proposed line should be diverted a little to the north-west, in the direction of Oaklands. It would serve better country.

114. Is the country better to the north-west than to the south-east of the line?—Yes.

115. In the event of the Victorian Government constructing a railway from Mulwala to Oaklands, would it not serve the country to the north-west such as you have described?—No.

116. What is a fair distance to cart wheat to the railway?—Not more than 10 miles.

117. If the proposed railway were built would there be much land not served outside of the 10-mile limit as between the proposed line and a line from Mulwala to Oaklands?—No, not a great deal.

118. What are you doing with your 11,000 acres?—I cultivate about half of it. I go in for grazing, and I have 1,000 acres under fallow. I have seven sons who are all farmers, and I employ a good deal of labour.

119. What do you consider is a living area in your district?—1,000 acres for a comfortable living. My sons are partners.

120. Do you propose to hold your land?—Yes.



*Witnesses*—N. A. Kerr W. H. Gilmore, J. Macnamara, and J. E. Talbot, 27 February, 1924.

121. *Mr. Doe.*] Where do you send your wheat?—To Sydney.

122. Do you consider that the country to be served by the proposed line would yield more traffic than the land between Henty and Rand?—Yes, I prefer this country. I think it will grow more wheat.

123. Is the land likely to be cut up into sufficiently small areas to make it more productive?—Yes.

William Henderson Gilmore, farmer, Bull Plains, and Ringwood, sworn, and examined:—

124. *Mr. Doe.*] What area do you hold?—3,100 acres between myself and my two brothers. At present we have no intention of subdividing. We cultivated 1,200 acres this year and about 1,000 acres last year. We farm about one-third of the land. We have 800 acres in fallow this year.

125. Do you consider that the route of the proposed line is the best one?—I think the line should terminate at Frewin's Reserve, about a mile and a half south of the proposed terminus. We have found by measurement on the map that Frewin's Reserve is as nearly as possible halfway between Hopefield and Berrigan.

126. As the whole of Frewin's Reserve would not be required for railway purposes to what use could the remainder be put?—It could be used for the township.

127. Is there no likelihood of it being required for travelling stock?—No. There is another reserve a mile or two south.

128. Is it likely that the large estates such as the balance of Mahonga, Wongamong, and Bull Plains will be cut up if the line is built?—We understand that Mahonga will be subdivided. There are not many big estates in the vicinity of the proposed terminus.

129. Would you expect considerable development in the district if the line were constructed?—We shall be just about in our extremity if we do not get it. I have paid £240 to carriers to cart my grain. I have had sixteen horses working for eight weeks. Unless we get the railway we shall have to go back to sheep. I am 18½ miles from the line.

130. What is the value of land in your district?—£8 10s. per acre.

131. Would you go back to sheep on land worth £8 10s. per acre?—Yes, with the present price of wool and lambs.

132. If the proposed line and the Victorian line to Oaklands were constructed, would the latter railway cut through the Bull Plains line, so to speak?—No. Wheat will go to its natural market. The New South Wales railways can carry wheat against the Victorian railways.

133. Do you think the Victorian line would prevent the proposed railway from becoming a reasonably paying proposition?—No. Manure and machinery would come from Melbourne on the Victorian line and the proposed line.

134. How far north on the New South Wales railway is manure brought from Melbourne?—To Henty. The line would be the only one in southern Riverina not connected with the Victorian system. If Victoria does not extend the railway from Mulwala to Oaklands this line should ultimately be extended there. I have always carted my wheat to Yarrawonga.

135. Do you consider there would be a big wheat traffic with Sydney?—Yes. The live-stock traffic of this district is with Melbourne. Fat lambs never go from this district to Sydney, but are travelled by road to the border.

136. As a railway is to be constructed from Port Kembla, where there are large phosphate works, to Moss Vale, cutting out about 100 miles of carriage, do you consider that traffic could compete with similar traffic from Melbourne in this district?—Yes. But it is clearly a matter of price.

137. Is that commodity cheaper to you at Melbourne than at Port Kembla?—No, it is the longer haulage that counts.

138. What does it cost you for manure?—About £5 12s. a ton landed at Yarrawonga.

139. Is there any timber suitable for sleepers in the neighbourhood of the proposed railway?—There are red gum flats at Mulwala, which have been cut.

140. *Mr. Drummond.*] What do you consider is a living area in your district?—About 800 acres.

141. At £8 an acre it would cost a good deal to provide a living area?—Well, if the farmer has less he cannot work his holding to advantage.

142. Does that price apply to land within a reasonable distance of the proposed line or as it stands to-day?—As it is now.

143. Would the construction of the railway alter that price?—Yes, it would go up £2 per acre. This Ringwood land would average from £9 to £10 per acre.

144. Could wheat farming be carried on successfully under those conditions?—Yes.

145. If 800 acres cost £7,200 it would not seem to be much of a closer settlement proposition even if this line were constructed?—I do not think there would be much subdivision as the estates are already mostly subdivided, and most farmers have a large enough area to work. With the railway 600 acres would be sufficient for a living area.

John Macnamara, farmer and grazier, Emu Park, sworn, and examined:—

146. Where is your holding situated?—About 6 miles from the main road, west of Coreen. I have been there since 1887.

147. Are you in favour of the proposed line?—Yes.

148. If a railway were built from Mulwala to Oaklands by the Victorian Government would a line from Rand to Coreen amply serve the rest of the country?—Yes, the line should eventually go to Mulwala, and there should be connection between Oaklands and Cobran. Such railway facilities would serve this Riverina country.

149. What is the size of your holding?—6,000 acres. I am grazing and cultivating the land. Last year I had 1,400 acres in.

150. If the railway were constructed would you increase your cultivable area?—Yes, probably to one-half or one-third of my land.

151. How far do you haul your wheat?—About 15 miles, to Oaklands. 10 or 12 miles is quite far enough.

152. *Mr. Doe.*] You apparently have approximately eight living areas. Have you any sons?—Two sons and two daughters.

153. What do you propose to do with your land if the railway is constructed?—Divide it amongst my family.

154. Should the line terminate as proposed or should it deviate about a mile and a half south to Frewin's Reserve, as suggested?—I think it should go to Frewin's Reserve.

Joseph Ephraim Talbot, farmer, Coreen, sworn, and examined:—

155. *Chairman.*] Do you agree generally that the line as shown on the map would be in the best interest of this district?—Yes. But it should deviate a little to the south so as to go to Frewin's Reserve. That is for the same reasons as have been given by previous witnesses.

156. Would you take off on the proposed route at Coreen and run down as suggested by previous witnesses?—Yes.

157. Would a larger area of settled country be then brought within the influence of the line?—Yes, and it is better land, by way of Frewin's Reserve.

158. What is the area of your holding?—1,190 acres.

159. What is a living area in your district?—About 800 acres within 10 or 12 miles of the railway.

160. The Committee understand there are a considerable number of holdings in the district of 1,000 acres and over.



Witnesses—J. E. Talbot, 27 February, and A. Blenkin, 11 October, 1924.

If those holdings were closer to the railway could a decent living be made on smaller areas?—Yes, because there would not be so much carting to do. I have not yet finished carting, and I have to go 18 miles.

161. Do you agree with what previous witnesses have said respecting the handicap caused by long carting distance?—Yes. In trucking fat sheep it costs me £4 10s. to Wahgunyah for droving. That is 30s. a day, and that is before they hit the rail. If the line went to Frewin's

Reserve I could put them in the truck myself, and I should send them to Sydney. In a dry time I, in 1920, sent cattle to Sydney which topped the market.

162. Would the construction of the proposed railway induce you to send stock to Sydney?—With present prices they would go to Sydney. It depends upon the prices. If we had the line we could go in for mixed farming, and we could send chaff to Sydney. The Sydney chaff market is better than the Melbourne market.

SATURDAY, 11 OCTOBER, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHCNY.

BRIAN JAMES DOE, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Rand to a point on Bull Plain between Ringwood and Savernake.

Arthur Blenkin, Secretary, Parliamentary Standing Committee on Public Works, was sworn and examined.

163. *Chairman.*] I believe you have a statement to submit regarding the proceedings of the Victorian Parliamentary Standing Committee on Railways on the proposed border railways to Oaklands, New South Wales?—Yes, I have received a copy of the report. The Victorian Parliamentary Standing Committee on the subject of the report was made under the provisions of paragraph 48 of the Border Railways Act passed by the Parliaments of New South Wales and Victoria in 1922. The Act referred to ratifies and provides for the carrying out of an agreement between the States of New South Wales and Victoria respecting the construction, maintenance, and operation of certain lines of railway from the State of Victoria into the State of New South Wales, the construction and maintenance of certain bridges over the River Murray, and other works. The agreement as it affects the question of connecting the Corowa and Wahgunyah railways, and extending the Yarrawonga railway or the Wahgunyah railway to Oaklands, is contained in paragraph 48 of the Schedule to the Act, and is as follows:—

The questions of connecting the Corowa and Wahgunyah railways, and extending the Yarrawonga railway or the Wahgunyah railway to or towards Oaklands to develop that country, including the coal deposits, shall be inquired into by the Government of Victoria, and the Government of New South Wales will provide facilities for making such inquiries. The Government of Victoria shall arrange for these inquiries to be made by the Victorian Parliamentary Standing Committee on Railways at early convenience. Should the said Committee recommend the construction of either or any such railway between the said coal-fields and the Victorian railway system, or any other connection provided for in this clause, the Victorian Government shall have the right to construct such railway or railways on the same terms and conditions, and shall work such railway or railways under the same conditions as are applicable to other railways to be constructed under this Agreement. Any bridge or bridges built in connection with the said railway or railways shall form part of the capital cost of the said railway or railways, and shall be constructed at the cost of the Victorian Government.

In accordance with this agreement the Victorian Standing Committee on Railways has held an inquiry into the connection mentioned, and has made a report which I now submit (*vide* Appendix A).

Paragraph 72 of the report states:—

The Committee recommends the construction of a 5 ft. 3 in. gauge railway from Yarrawonga northward to a point about 15 miles from Yarrawonga on the Mulwala-Savernake road, and there turning eastward to Frewin's reserve; thence northward through the centre of Bull Plain Parish, and along the western boundary of the Parish of Coreen; thence northward to Oaklands, passing on the west side of that town, and terminating in the railway yard, Oaklands, a distance of 37 miles, at an estimated cost of £245,800, including £32,400 for bridging the Murray River at Yarrawonga, and £22,700 for a junction station at Oaklands.

† 8937—B

"A."

(Appendix to Evidence of Arthur Blenkin, Secretary, Parliamentary Standing Committee on Public Works, New South Wales.)

The Victorian Parliamentary Standing Committee on Railways, to which the Parliaments of New South Wales and Victoria, under the provisions of paragraph 48 of the Agreement ratified by the Border Railways Act, 1922, referred the questions of connecting the Victorian railway system with Corowa, New South Wales, and either continuing that railway on to Oaklands or constructing a railway on the Victorian gauge from Yarrawonga across the Murray River to Oaklands, has the honour to report as follows:—

1. The Victorian Parliamentary Standing Committee on Railways has, in accordance with the provisions of paragraph 48 (printed on preceding page) of the Border Railways Act, passed by the Parliaments of New South Wales and Victoria in 1922, inspected the agricultural country proposed to be served by the railways mentioned in that paragraph, and has also inquired into the question of the effect these railways are likely to have in developing that country including the coal deposits near Coorabin, a few miles north of Oaklands, over which the Riverina Collieries Limited has secured a lease from the New South Wales Mines Department.

2. Evidence concerning the proposed railways and the coal deposits was heard by the Committee at Benalla, Yarrawonga, Savernake, Oaklands, Corowa, Ruthglen, Albury, Wangaratta, Shepparton, and Melbourne.

#### DESCRIPTION OF DISTRICT.

3. Oaklands is the terminus of a 4 ft. 8½ in. gauge railway branching off the main Wagga-Albury line at The Rock, and proceeding westward through Lockhart and thence southerly *via* Urana to Oaklands, which is 420 miles from Sydney. Another 4 ft. 8½ in. gauge railway branches off the same main line at Culcairn, which is midway between Albury and The Rock, and runs south-west for a distance of 48 miles to Corowa, where it terminates on the New South Wales side of the Murray River. Opposite, on the Victorian side of that stream, is Wahgunyah, which is the terminus of a short 5 ft. 3 in. gauge line branching off the Melbourne-Albury line at Springhurst. Another railway of similar gauge leaves the main line at Benalla and runs northward for 42 miles to Yarrawonga, which is on the Victorian bank of the Murray River opposite the smaller township of Mulwala. Oaklands railway station is about 35 miles in a north-easterly direction from Yarrawonga, and about a similar distance north-westerly from Corowa, which is proposed to be linked up with the Victorian railway system by an extension of 1½ or 2 miles from Wahgunyah across the Murray River to Corowa station. Corowa is 176, and Yarrawonga 161½ miles from Melbourne.

4. The country in the triangle between Wahgunyah and Yarrawonga, which may be regarded at the base, and Oaklands as the apex, is fairly flat, and is timbered with redgum along the Murray River frontage and in occasional depressions between there and Oaklands. The predominating timbers are grey and yellow box, with a few scattered clumps of bullock. In the eastern portion of the area proposed to be served by the railway there are some belts of Murray pine, amongst which a sawmill was in operation at the time of the Committee's visit to the district in 1923. Most of the soil is of a reddish-chocolate colour, and loamy in character. The country in the eastern portion around the Ringwood, Coreen, Gordon, and Bull Plain districts is, on the whole, well suited for growing cereals; in the western part the soil is in places sandy, being a lighter loam. The evidence was to the effect that the soil



Witness—A. Blenkin, 11 October, 1924.

in other portions of the western area is of a dark, heavy nature, and being low-lying is apt to become water-logged after heavy rains. This latter class of country is also met with in the northern part of that area after leaving the good fertile country which surrounds the township of Savernake. Nevertheless, it was stated that these depressions could be readily drained and the land rendered productive at comparatively little expense.

5. The greater part of the country to be served by the proposed railway is held in blocks ranging from 500 to 1,500 acres, and with the exception of a few small Crown reserves the whole of the land has been alienated. In a few instances there are holdings of 3,000 to 6,000 acres, but the evidence showed that some of these lands were being cultivated by share farmers or used for sheep grazing, and would be subdivided into smaller holdings if nearer railway facilities were provided. Within a radius of 11 miles of Oaklands there are three estates, each containing from 30,000 to 40,000 acres. The cost of carting grain is 1d. per bag per mile, and as some of the land-holders are from 15 to 18 miles by road from a Victorian or New South Wales railway station these distances were declared to be too far to render cereal production a profitable undertaking. The Committee was surprised, however, to observe so much land cleared and either under crop or had been cultivated at one time and abandoned because of the excessive carting distance.

6. Taking the district as a whole the soil is equally as good, if not better, than that along the railway from Benalla to Yarrawonga, which has long since become a paying line. A large portion of the box timber in the Savernake-Ringwood district has been ringbarked, and would, witnesses said, be available for firewood to be carried over the proposed railway to towns in the North-eastern district, where there is becoming a scarcity of fuel, or to the Melbourne market. They estimate that a number of the paddocks were carrying 20 tons of firewood to the acre, the total quantity available being put down at 216,675 tons.

#### RAINFALL.

7. The average annual rainfall of the district is 19 or 20 inches. Ample supplies of water for stock can be obtained throughout the district by sinking to about 100 or 150 feet.

#### PRODUCTION.

8. Statistics submitted by the combined Yarrawonga, Savernake, and Oaklands railway leagues showed that the area to be served by the proposed railway totalled 543,679 acres, including land within 11 miles radius of Oaklands, and that the average area under crop during the last three years was 92,227 acres, the yield of wheat during that period averaging a little over 13 bushels per acre, giving a total average yield of 1,213,234 bushels per year. In a few cases where the farmers had the advantage of inspecting farming operations in the Wimmera district of Victoria, and had cultivated their holdings in a similar manner by properly fallowing the land and applying fertilizers, the yields of wheat had been increased up to 20 or 25 bushels, and it was contended that if the proposed railway were constructed, giving the farmers more time to work their fallowed land (which they would be able to do if their carting distance were lessened), improved yields would be generally obtained. The hay production of the district was 10,384 tons. The area regarded as suitable for cultivation was set down as 385,986 acres, and the area cleared for the plough as 244,612 acres. The number of holdings was set down at 280.

#### POPULATION AND LIVE STOCK.

9. The population of the district was roughly stated as 1,500, exclusive of the townships of Corowa, Mulwala, and Oaklands. With the subdivision of the larger holdings and dividing blocks amongst members of families it is expected that the population will before long be increased to 2,500. The area available for subdivision is 100,476 acres. The number of cattle was stated as 10,000, and sheep as 356,137. The principal products of the district are wool, wheat, and lambs. The wool clip averaged close on 6,800 bales.

10. The advocates of the railway from Corowa via Ringwood to Oaklands placed before the Committee the following agricultural, pastoral, and dairying statistics, including lands within a 10 miles radius of that line:—Season 1921-22—Number of holdings (1 acre and upwards used for agricultural and pastoral purposes), 425; area occupied, alienated, 503,636 acres; Crown lands, 33,679 acres; total area cultivated, 102,970 acres. Alienated land—area suitable for cultivation, 324,713 acres, unimproved value £1,180,114, improved value £2,812,990. Wheat—area under crop, 83,086 acres, yield, £1,049,042 bushels; oats—area under crop, 1,172 acres, yield, 14,412 bushels; hay—area under crop, 15,335 acres, yield, 19,110 tons; green food, 2,473 acres; grape vines, 824 acres; fruit, &c., 80 acres. Live stock—Horses, 6,163; cattle—milk cows, 911, all other, 7,575; sheep, 280,170; swine, 1,449. Sheep, shorn 245,670; greasy wool, 1,749,500 lb.; butter, 40,178 lb.; bacon, &c., 12,754 lb.

11. As the Yarrawonga and Corowa routes to Oaklands would, towards the northern half of the area, serve the same country there was necessarily an overlapping in the statistics submitted by the local railway leagues.

12. About 70 per cent. of the land in the district is considered suitable for the production of cereals. This does not include the crab-hole country, which some farmers thought would be available

for wheat-growing if it were drained and treated with lime or gypsum. Where land was cultivated and fertilizers sown with the grain it produced, after the crop had been harvested, a good growth of grasses and trefoil, the appearance of the country being much improved. There were 1,933 tons of artificial manures used in the district last year.

#### LAND VALUES.

13. The value of the land between the Murray River and Oaklands ranges from £6 to £8 per acre, with the exception of the crab-hole country, which is set down as being worth £4 to £5 per acre for grazing purposes. The carrying capacity of the whole of the land was stated at a sheep to the acre, which allowed fattening and provided a safe margin for occasional dry seasons.

#### COROWA-WAHGUNYAH CONNECTING RAILWAY.

14. Two proposals for connecting the Victorian railway system with that of New South Wales at Corowa were submitted by the New South Wales Railway engineers. The first was to continue the Wahgunyah railway in a westerly direction through Wahgunyah township, curving northward across the Murray River into the western portion of Corowa township, linking up from the south end with the local railway station. This connection was estimated to cost £106,218, including £31,000 for the erection of a steel bridge with two 150 feet and two 60 feet spans and 22 timber openings of 20 feet each, forming the approach, the subsidiary channel being bridged by 24 openings of 20 feet each costing £9,000. It also included £39,545 for earthworks and approaches; £21,956 for alterations at Corowa station yard; £4,400 for a new refreshment room; and £9,317 for land resumption. The second proposal was to branch off the Wahgunyah railway about three-quarters of a mile east of Wahgunyah station and proceed in a northerly direction through All Saints' vineyard, thence north-west across the Murray River on a bridge wholly of steel, with two 150-feet and four 50-feet spans, with the subsidiary channels on the Victorian side bridged by twenty openings of 20 feet each, costing £6,600, to the water pumping (old brewery) site on the east side of Corowa, and run south-west adjacent to the Corowa-Culcairn line from a point near the stock-trucking yards for about half a mile into Corowa station. This connection is estimated to cost £81,446, including £25,500 for the bridge; £29,865 for approaches; £19,801 for alterations at Corowa station; £4,400 for the provision of refreshment rooms; and £1,880 for land resumption, including the portion of All Saints' vineyard to be resumed. This estimate was for a dead-end station at Corowa. If the line to Oaklands emerged from the south end of that station towards Deniliquin-road £11,000 would have to be added for making that provision.

15. A third suggestion was that instead of carrying the line into Corowa station from the east or "up" side a new station should be erected on 60 acres of vacant land to the north-west of Corowa, on the west side of the stock-trucking yards. It was explained that this suggestion, if adopted, would give ample room for a joint railway station in which the two systems could operate, and would provide an easy means of egress from the township for the proposed line from Corowa to Oaklands. There is room at the present Corowa station for the operation of the two railway systems, but there would not be sufficient area if there were much expansion of traffic. Representatives of the Corowa residents informed the Committee there would be no local objection to the transfer of the railway station to the suggested new site, as the old one could be levelled off and sold for residential purposes, and that the new site would be practically as conveniently situated to the town as the old one, though about 40 chains from the latter. The estimated cost of the third proposal was £95,000, including the upstream crossing and approaches through All Saints' vineyard. If the present station site at Corowa were sold and the proceeds used for the new station the cost would be reduced to £91,250.

#### BUSINESS AT WAHGUNYAH RAILWAY STATION.

16. There is very little business done at Wahgunyah, this township being overshadowed by Corowa on the opposite side of the Murray River, where the great bulk of the business of the district is transacted. It was ascertained that about 95 per cent. of the passenger traffic at Wahgunyah station comes from Corowa and other districts across the river, and that fully 90 per cent. of the goods and livestock traffic is for or from the New South Wales side. This was put forward as a justification for the extension of the railway over the Murray into Corowa, so that passenger, business, and livestock requirements could be better suited. There is a steel road bridge over the Murray River at Wahgunyah, giving easy access to Corowa, but the traffic on that street is heavy and the road maintenance costly. It was complained that during drought seasons, or when industrial troubles interfered with the interstate shipping, the railway station yard at Albury became so congested with traffic that many of the consignments for Eastern Riverina and Sydney had to be sent by way of Wahgunyah and Corowa, and the carriage of the fodder, such as chaff, oats, &c., across the river to Corowa, and the cartage of Lithgow coal from Corowa to Wahgunyah so destroyed the connecting road that repairs to it during these periods were very expensive. A further statement was made that most of the class goods, such as drapery, groceries, hardware, agricultural machinery, and also fertilisers used in the districts along the Corowa-Culcairn line were consigned to Wahgunyah, where they had to be unloaded and carted across the river to Corowa station, and there trucked to their destination. The cost of this cartage and re-trucking



ranged from 6s. to 8s. or 10s. per ton, and was considered a great handicap on the interstate trade. It would be obviated or largely lessened by the linking up of the two railway systems.

ADVANTAGES OF WAHGUNYAH-COROWA CONNECTION.

17. Evidence was given that if the Victorian railway system were extended to Corowa a large tonnage of wheat grown along the Corowa-Culcairn line which is now railed to Sydney would be diverted to Melbourne for milling or export. Sydney is 409 miles from Corowa, whilst Melbourne is but 174 from Wahgunyah, or say, 176 from Corowa. The rate on wheat from Corowa to Sydney is 17s. 11d. per ton, whilst it would be only 13s. 10d. to Melbourne if the connection by rail be made. Later on in this report the Committee expresses its view on this aspect of the matter.

18. It was also strongly urged that if the Wahgunyah line were carried across the Murray River to Corowa and extended from there via Ringwood to Oaklands, this railway would connect with two important New South Wales lines, namely, Culcairn to Corowa and The Rock to Oaklands, drawing traffic from both of them whereas a railway from Yarrawonga would link up with The Rock-Oaklands line only.

FORMER PROGRESS REPORT.

19. On the 24th October, 1923, a Progress Report from the Victorian Parliamentary Standing Committee on Railways on the proposed Border railway to Oaklands, New South Wales, was submitted to the Victorian Legislative Assembly. In that report the Committee, in referring to the agricultural prospects of the district, stated that it was of opinion that—"Apart from any prospect of coal traffic being obtained from the Coorabin coal-field, a railway to serve the district is fully warranted, and the Committee will make a recommendation to that effect in its final report."

20. At the same time the Committee pointed out that, before coming to any conclusion as to the route of the railway, it was waiting further information concerning the extent of the coal deposits at the Coorabin mine, situated 5½ miles north-east of Oaklands; also particulars as to the location of probable irrigation areas in or near the Oaklands district; and likewise a settlement of the question as to the suggested enlargement of the storage capacity of the Hume Reservoir, which is being constructed a few miles above Albury, in order that electric power might be generated the whole year round, or the greater part of that period, by the out-flow of the stored waters.

COAL DEPOSITS.

21. Some two or three years ago an extensive deposit of coal in the Coorabin district, to the north-east of Oaklands, was revealed by boring operations conducted under the supervision of the Geological Branch of the Department of Mines, New South Wales. The evidence of Mr. L. J. Jones, Geological Surveyor of that Department, showed that bores put down on this field had passed through a seam of coal averaging 20 feet in thickness, extending over an area of 4 square miles. The coal was reached at a depth of about 200 feet. Analysis of the coal gave the moisture content at from 12 to 14 per cent., whereas in the bituminous coals of the Illawarra and Western districts of New South Wales the moisture content is from 1 to 3 per cent. The moisture content of the brown coals of Victoria ranges up to 50 per cent. Samples obtained indicate that the Coorabin coal is dull black in appearance, and it is regarded as intermediate in character between the lignite and sub-bituminous groups, with the features of the latter predominating. A trial shaft was sunk close to the Oaklands-Urana railway on to this seam of coal, and a few tons were brought to the surface. The shaft however, was considered not to be on the best site for mining coal, and the Riverina Collieries Limited, which secured a lease for twenty years with the option of the right of renewal for a further period of twenty years from the Mines Department, New South Wales, over an area of 23,000 acres, subject to certain labour conditions, &c., proceeded to sink a shaft a mile or so to the east. This work was entered upon early in 1923, but when the shaft was down about 150 feet water difficulties were encountered.

22. When the Committee took evidence at Albury in June, 1923, the directors of the company expressed a hope that the water troubles would be overcome and the mine be in good working order during August of last year. As, however, the water difficulty proved more serious than was anticipated, a more powerful pumping plant was installed in the hope that sinking could be proceeded with. The water was got under, but on resuming sinking the shaft further water troubles were encountered, and Mr. Falconer, of Eldorado, Victoria, who was appointed consulting engineer to the company, informed the Committee that he expected coal would be forthcoming from the mine during March, 1924. At this time the Committee was being pressed through the Honorable H. S. W. Lawson, then Premier of Victoria, by the farmers of the district to submit its report to the Victorian Parliament with respect to the route of the railway. It was pointed out by the Committee that paragraph 48 of the Agreement under the Border Railways Act, 1922, stated the object of the proposed railway to Oaklands was to develop that country, "including its coal deposits." The Committee therefore took the view it should give the company a reasonable time to unwater its mine and open up the coal seam.

23. The directors of the company when giving evidence strongly urged that the route of the line should be via Corowa and Wahgunyah, so as to give readier access by rail to such towns in the North-Eastern

district as Rutherglen, Wangaratta, Beechworth, Wodonga, and Albury than by way of Yarrawonga and Benalla, and also that the lower rates of railway carriage to those towns by the former route might be secured. A statement obtained by the Committee from the Victorian Railway Department showed that the difference in freight rates would be as follows:—

Oaklands to—	Via Yarrawonga.		Via Wahgunyah.	
	Miles.	Per ton.	Miles.	Per ton.
		s. d.		s. d.
Yarrawonga.....	37	4 10	130	12 8
Benalla .....	77½	8 10	89½	9 9
Shepparton .....	175½	15 6	188	16 3
Wahgunyah .....	130	12 8	37	4 10
Rutherglen .....	125½	12 4	41½	5 0
Wangaratta .....	101½	10 9	65½	7 0
Beechworth .....	127½	12 8	84½	9 6
Wodonga .....	143	13 11	78	8 10
Albury .....	146½	15 7	81½	10 7

24. On the 14th April, 1924, the Committee wrote to the Riverina Collieries Company, stating that the Committee was being criticised for having delayed its Report recommending the route of the Border railway to Oaklands, and pointing out that the Committee could not withhold that Report indefinitely, and would therefore be glad to be informed when the coal seam at the Coorabin mine had been cut through in the new shaft.

25. The directors of the company on 26th April, 1924, wrote to the Committee stating:—"The main shaft is still being carried on and the pump kept working, but the old Coorabin shaft that we are now working on will be used for purposes of production immediately and until such time as the water is mastered in the main shaft and same is sunk on coal." On 11th July, 1924, the company informed the Committee: "There is over a chain of main drives on both sides of the shaft exposing 9 feet of coal in the face and road sides between the main timber sets for that distance; also coal over the back of the drives and under foot, showing the permanency of the deposit."

26. Analyses of the Coorabin mine coal made by the Victorian Mines Department in 1921 gave: Moisture, 11·30 per cent.; volatile hydro-carbons, 19·90; fixed carbon, 40·70; and ash, 28·10. The calorific value of the raw coal was stated at 7,240 B.T.U. Those made by the Victorian Railway Department in 1918 were:—Moisture, 12·80; volatile matter, 26·72; fixed carbon, 52·08; ash, 8·40; calorific value, 10,118 B.T.U.; and in 1922 were:—Moisture, 9·74; volatile matter, 26·06; fixed carbon, 50·99; ash, 13·21; calorific value, 9,397 B.T.U. The latter Department reported that "the low calorific value and the high moisture content indicate that the coal is quite unsuitable for locomotive purposes." Mr. L. J. Jones, Geological Surveyor, of the Department of Mines, New South Wales, stated that analyses showed the Coorabin mine coal varied in moisture content from 12 to 14 per cent.; volatile matter from 25 to 30 per cent.; fixed carbon from 41 to 46 per cent.; ash from 14 to 16 per cent.; whilst the average calorific value was 9,800 B.T.U. When the Committee visited the mine in May, 1924, the coal was being burnt in the boiler furnace. It gave off little or no smoke.

27. A suggestion was made that if the proposed Border railway were connected with Yarrawonga, large quantities of Coorabin mine coal could be placed in barges there and taken down the Murray River to Red Cliffs, Mildura, and Mebein, where it could be used as fuel for the steam-pumping plants at those irrigation settlements, the local supplies of firewood having become scarce and dear. Figures furnished by the State Rivers and Water Supply Commission, which had looked into this matter, showed that if Coorabin coal were obtainable at Yarrawonga at 16s. a ton, including the railage charge from Oaklands, the steamer rate for carriage of the cargo down the river to Red Cliffs would probably be 38s. a ton, plus 2s. loading and unloading charges, making the cost of Coorabin coal 56s. a ton landed at that irrigation pumping station. Newcastle coal, of better calorific value, could be purchased at 32s. a ton landed in railway trucks at Victoria Dock, Melbourne, and with a railway charge of 22s. 2d. could be delivered at Red Cliffs for 54s. 2d., whilst Wonthaggi coal could be delivered there for 48s. 10d., and Morwell briquettes for 47s. 2d. per ton.

SUPPLIES OF ELECTRIC POWER.

28. It was considered by the Committee that the decision of the Victorian Electricity Commission to supply electric current in bulk for lighting and power purposes at towns in the North-Eastern district, and also at Corowa, would have an important bearing upon the railage of coal from the Coorabin field to those towns. Evidence was given before the Committee that this coal would be used for steam-power purposes at the mills and factories at Corowa, Rutherglen, Wangaratta, Wodonga, and Albury; also as a household fuel at those towns and for mining plants operating in the surrounding districts. The Committee asked the Electricity Commission if there were any likelihood of its using Coorabin coal in the North-Eastern district for generating electric current, and if so, where its power station in that district was likely to be established. The Commission replied that "the possibility of a central heat-power station



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being established to serve the territory in question is so remote that it would not, in the Commission's opinion, justify your Committee giving serious consideration to this line of inquiry as a means of developing the coal deposits in the Riverina, for which railway provision is now being considered." The Commission added that the territory mentioned would be served with electric current from the power stations to be established near the Sugarloaf Reservoir, Victoria, as part of the Commission's Sugarloaf-Rubicon hydro-electric scheme, and that if any reduction in output from the hydro-electric power station occurred as the result of drought conditions the deficiency would be made good by energy from the Yallourn power station, with which station the Sugarloaf-Rubicon power stations would be linked by means of the terminal stations in Melbourne.

#### IRRIGATION SETTLEMENT.

29. In 1923 Dr. Elwood Mead was commissioned by the New South Wales Government to report upon the allocation of the Murray waters for irrigation in that State, and he submitted his report thereon to the New South Wales authorities a few months ago. In dealing with the irrigation of lands in the Upper Murray district of New South Wales he said that, after providing water for the Lower Murray territory, there would be a surplus left to water 70,000 acres in the Upper Murray districts. He added:—

"While far more land can be supplied by gravity than can be irrigated, not all is suitable. On the contrary, the subsoil over a large part is too close in texture to give good results. A careful soil study of the area which can be commanded by gravity or by a low pumping lift between Albury and Barham should therefore be made. It is believed that areas of 5,000 to 10,000 acres can be found suited to intense culture, and it is possible that much larger ones exist. . . . The first step in the investigation should be a conference of engineers and agricultural experts of the State Government. They know the approximate locations of the good land. The approved areas should then be thoroughly investigated by a soil expert, the chief feature of his work being frequent borings to a depth of 4 to 6 feet to determine the character of the subsoil, this being an important factor in the penetration of water and of the roots of plants."

30. The Committee when inspecting the country observed some good loamy lands around Coreen, Gordon, Ringwood, and Savernake which it thought might be found to be suitable for irrigation. On communicating with the New South Wales Water Conservation and Irrigation Commission recently the Committee ascertained that the areas in the parishes of Coreen West, Wangamong, Bull Plain, Gordon, Billabong Forest, Gray, and Denison (the two latter parishes comprising the Ringwood country) could not be commanded by the proposed gravitation channel taking off from the Murray River near Corowa. The Commission, however, stated that, while it was probable that country suitable for irrigation could be found in the parishes mentioned, no detailed examination had so far been made. No opinion was expressed by the Commission whether these parishes could be served by a gravitation channel taking off from the Murray River at Bungowannah, about 7 miles below Albury, although several witnesses expressed to the Committee their belief that this could be done. A plan forwarded by the Commission to the Committee showed that an area of about 50,000 acres suitable for irrigation extended from Savernake westward, past Berrigan, and on towards Finley. The great bulk of this land is served by the existing stations at Berrigan and Finley, on the Narrandera-Tocumwal railway, and not much production from this irrigable area would be carted through Savernake to the proposed railway from the Victorian Border to Oaklands.

#### FIREWOOD TRAFFIC.

31. As has been already stated, there are many thousands of tons of ringbarked grey box trees in the district to be served by the proposed railway which, it was said, would be transported over it to meet the firewood requirements of towns in the north-eastern district of Victoria, and probably also the Melbourne market, as firewood is now being railed to the metropolis from Yarrawonga. It is, however, doubtful, in view of the transport charge—about 12s. per ton—by rail from across the Murray River to the Melbourne market, if this fuel will be able to compete in the metropolis with briquettes which are to be manufactured from brown coal at Yallourn by the State Electricity Commission. Another matter affecting the probable annual output of firewood from the Oaklands district is that manufacturers and householders in the north-eastern towns expect to be able to purchase coal from the Riverina Collieries' mine at Coorabin at about the same price per ton as they would have to pay for a similar quantity of box firewood, and as approximately 2 tons of the latter equal 1 ton of the former in calorific value there is a likelihood of that coal under these circumstances displacing the firewood. But much depends upon the coal from that colliery being obtained at the price anticipated, which ranged, according to different witnesses, from about 10s. to 14s. 6d. per ton on railway trucks at the mine. The directors informed the Committee that until the colliery is opened up, enabling the coal to be handled in large quantities, and the cost of hewing and raising the same determined, they cannot fix the selling price of the coal. Towards the close of 1923 the Victorian Parliament authorised the construction of a short railway from Bowser to Peechelba, which is on the Ovens River about midway between Yarrawonga and Springhurst. According to the evidence of Mr. H. R. Mackay, Forests Commissioner, this new line will tap the Killawarra State

forest on the west side of that stream, and make available annually 3,000 tons of fuel to supply towns in the North-eastern district of Victoria, which are getting short of firewood. It is hoped this new railway will be in operation within the next two years, and that supplies of wood fuel will be forthcoming from that forest.

32. Evidence was given before the Committee at Shepparton that there is a growing scarcity of firewood in that district for industries which had recently been established on a large scale at that town, such as the freezing works and the fruit canning and preserving works, and also a shortage of fuel for household purposes, as most of the small irrigation holdings had been entirely cleared of timber to allow the land to be put under intense culture. The irrigationists are paying high prices for firewood. It was pointed out that if the Yarrawonga railway were extended to Oaklands coal from the Riverina Collieries' mine could be brought over it to the Yarrawonga-Benalla railway, and if a short connecting line were made between that railway and the Dookie line, say from either St. James or Devenish to Dookie, or from Yarrawonga to Katamatite, the coal could be delivered in Victorian railway trucks at Shepparton. Such a connecting line would be from 12 to 20 miles in length, according to the route adopted. It was stated that not only would this line give a much-needed connection between the Yarrawonga-Benalla and the Dookie railways, enabling coal and also fat sheep and lambs to be railed direct from the Oaklands district to Shepparton, but there would also be return freight in fresh and canned fruits from the Shepparton-Mooroopna-Kyabram district to the Sydney market by way of Yarrawonga and Oaklands, and in addition supplies of ironstone metal would be railed from near Dookie to Yarrawonga and Oaklands for road-making purposes. It was also pointed out that, even if electric energy were obtainable at Shepparton from the Sugarloaf-Rubicon hydro-electric scheme for power and electric lighting, the principal factories there, such as the freezing and the fruit canning and preserving works, would require steam in connection with their processes, and therefore an abundance of fuel, either coal or firewood, was essential.

33. The Committee brought this evidence regarding the growing scarcity of firewood in the Shepparton district under the notice of the Forests Commission, and asked for its views on the matter. A reply was received from the Commission stating there are 6,500 acres of permanent reserves northward and southward of Shepparton within 6 miles of that town, and that during the next five years 5,000 tons of green wood and 2,500 tons of dry wood could safely be taken out of those reserves. After that period the Commission estimated an annual yield for the succeeding five years of 4,000 tons of green wood and 1,500 tons of dry wood. Particulars furnished by the Commission showed that the average price paid for dry redgum fuel at Shepparton had increased from 9s. 6d. per ton in 1918-19 to 11s. in 1922-23. It was stated by the Commission that grey box and ironbark supplies—two of the best fuels for either boiler or domestic purposes—are obtainable from a permanent forest area of 20,000 acres situated from 5 to 6 miles from the railway sidings at Waranga and Rushworth. An annual supply of 3,000 tons could under present conditions be taken from those reserves, and this could be increased to 5,000 tons for a period of ten years if the road transport be improved from the forest to the station. This box and ironbark fuel is loaded into railway trucks at 14s. 6d. per ton, but if steam road waggons were used for transport this firewood could be delivered at 11s. 6d. per ton on railway trucks at Waranga or Rushworth. The rail freight from Waranga to Shepparton is 3s. 6d. per ton, and from Rushworth 4s. per ton. Mr. A. E. Pearce, Secretary of the Shepparton Fruit Preserving Co. Ltd., stated that ironbark timber was not as good a fuel as grey box, and that redgum had been found comparatively useless for steaming purposes, not being capable of producing steam fast enough. His company had to get box wood from as far as Echuca for fuel purposes to complete the 1923 season.

#### FAT SHEEP AND LAMBS.

34. One of the reasons advanced for the proposed linking-up of the Shepparton-Dookie line with the Yarrawonga-Oaklands railway was that it would enable fat sheep and lambs to be railed from the latter district direct to the freezing works at Shepparton. They are the nearest freezing works to Eastern Riverina district, and it was stated that sheep and lambs especially, deteriorated in value if they had to be driven some miles by road to reach such works. The practice at present is to drive the sheep from the Oaklands district to Yarrawonga, and either there truck them to Devenish, driving them thence to Shepparton—a distance of 30 miles—or to drive them from Yarrawonga to Katamatite—20 miles—and there entrain them for Shepparton. Owing to the comparatively high railway rate for trucking sheep and lambs the 17 miles—from Dookie to Shepparton—it is cheaper to continue driving them to Shepparton when they reach Dookie from St. James or Devenish than to carry them by train. Fat sheep and lambs are now transported from the Oakland-Savernake district in Riverina over the Jerilderie-Berrigan line to Tocumwal, where they are retrucked into Victoria rolling-stock and taken by train to Shepparton.

35. The difficulty confronting the Committee in dealing with the suggested railage of live stock from Oaklands district to Shepparton over the proposed Border railway is that the question of a connecting line between the Dookie and Yarrawonga railways was not referred to the Committee for consideration and report in conjunction with the question of building the Border railway. A few years ago the Committee inquired into this proposed connecting line,



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and that expressed the view that if this connection were made freezing works might later on be established at Benalla, and "if this were done it would largely reduce the expected traffic in sheep and lambs over the proposed connecting railway." At that time the Committee pointed out that, as there were upwards of 1,000,000 sheep and lambs in the north-eastern district of Victoria immediately prior to the drought of 1914-15, there should be an opening for establishing freezing works at Benalla, and this opinion is now strengthened by the suggested extension of the Victorian railway system to Oaklands, enabling sheep and fat lambs to be drawn, not only from that district, but from Urana and Lockhart, some miles beyond. About ten years ago there was a demand to have the Mildura railway linked up with the Hopetoun line, so that sheep-breeders in the Central Mallee might have direct access by rail to the Murtola Freezing Works. Had that connecting railway been constructed it would have been found that the promised livestock traffic had later on been seriously diminished by the establishment of freezing works at Donald, on the Mildura railway.

36. With the building of the Border railway from Moama to Balranald—121 miles in length—the Shepparton Freezing Works should, with the Bendigo Freezing Works, look in that direction for an expansion of their territory from which to draw supplies of fat sheep and lambs.

#### FRUIT.

37. Representations were made to the Committee when at Shepparton that the proposed Border railway from Yarrawonga to Oaklands would be of service to the fruit-growers and canneries in the Goulburn Valley, provided a direct connection were made between the Dookie and Yarrawonga lines. It was stated that this railway would open up markets along the Oaklands-The Rock line, especially at the towns of Urana and Lockhart. At present fresh fruits consigned from the Goulburn Valley are taken by train to Mangalore, where they are attached to a special fruit train running from Melbourne to Albury, and thence on to Wagga and Sydney. The freight rate on fresh fruits carried by this through train to Sydney is a flat one, being below the ordinary rate, so as to foster the interstate trade. The advantage of having a special fruit train running from Melbourne to Sydney and picking up consignments at Mangalore from the Goulburn Valley is the quickness of transit as compared with consignments forwarded by ordinary mixed or goods trains, and also the fact that in a large town like Albury labour is always available to transfer these seasonal consignments of fruit from the Victorian to the New South Wales trucks, occasioned by a break of railway gauge.

38. The Committee considers that these advantages in the transport of a perishable article like soft fruit outweigh the lessening in distance which would be secured by having a more direct route by way of Dookie, Yarrawonga, and Oaklands, which would be 508 miles, as compared with 569 miles *via* Mangalore and Albury. It must also be borne in mind there is an existing railway connection between the Goulburn Valley and Sydney by way of Tocumwal and Narrandera, which is only 11 miles longer than the suggested Dookie-Yarrawonga-Oaklands route. The claim, therefore, for a new railway between the Goulburn Valley and Sydney *via* Oaklands for the carriage of fresh fruits ought not to be entertained in these circumstances, though it is admitted the new line would afford some facilities for limited consignments of fresh and tinned fruits for the Oaklands, Urana, and Lockhart districts.

#### TRANSPORT OF ROAD METAL.

39. Witnesses who were interested in the country lying between the Murray River and Oaklands stated that the extension of the Victorian railways system into that area would benefit the local municipal councils by enabling them to get suitable metal from the Victorian side of the river for the construction of roads in that part of Riverina. It was urged in support of the Yarrawonga connection that stone could be quarried at Glenrowan and railed *via* Benalla to Yarrawonga, and thence into the district seeking railway facilities. There is also a deposit of ironstone near Cosgrove, on the Dookie railway. This metal is being used extensively in the Goulburn Valley, and it was stated that if a railway connection were made between the Dookie and Yarrawonga railways supplies of this material could be railed to Yarrawonga, and thence into the Oaklands district, at about 1s. less per cubic yard than Glenrowan stone.

40. Advocates of the proposed railway from Wahgunyah to Corowa and thence to Oaklands pointed out that there are immense quantities of gravel available from the alluvial mining tips close to Lilliput station, on the Wahgunyah line, and also within easy carting distance of Rutherglen railway station. In addition, there was a deposit of granitic stone which, it is considered, would make suitable metal handy to the Springhurst station. It was stated that the railway charge on this stone and gravel would be less from Springhurst or Lilliput to the Oaklands district than from either Glenrowan or Dookie.

41. No evidence was tendered to the Committee showing that the Government of New South Wales had set aside large sums of money for the construction of country roads, as had been done in recent years in Victoria; nor did the representatives of the shire councils in the Oaklands district indicate to the Committee that those bodies would be in a financial position to expend any large sum on road construction if gravel or metal could be railed from Victoria. Consequently, the suggested railway traffic in stone for road-making

purposes is likely to be comparatively small. In any case road-metal for municipalities is carried over the Victorian railways at a rate that does not pay haulage expenses, leaving nothing towards in crest and replacement charges. Moreover, when hearing evidence at Savernake the Committee was shown a sample of hard granite which, it was stated, was suitable for road purposes, and could be obtained in large quantities in that locality.

#### WINE TRAFFIC.

42. Vignerons in the Rutherglen-Wahgunyah district strongly supported the proposal to link up the Wahgunyah and Corowa railways, so that it would save carting their wines to Corowa for rail to Sydney. They stated that the present route by way of Springhurst and Albury was at times objectionable, owing to the congestion of traffic at Albury station delaying the transhipment of wine from the Victorian-gauge trucks to the New South Wales ones, and that it was a slightly greater mileage than *via* Corowa. The Committee came to the conclusion, however, that if there were a railway connection between Wahgunyah and Corowa a number of vignerons in the Rutherglen district would either continue to cart wine across the river to Corowa or despatch it as at present through Springhurst and Albury. The charge for carting wine to Corowa was stated to be 6s. per ton from Wahgunyah, and 8s. 6d. from Rutherglen. If the wine were railed from either station to Corowa the charge would be 4s. 2d. per ton, plus a transfer charge of 1s. 5d. per ton—as is in operation at Tocumwal—or a total of 5s. 7d. per ton. In view of these rail charges it is probable that the wine grown near Wahgunyah would continue to be carted across the Murray River to Corowa, though the proposed railway connection would be a slight advantage to vignerons in the neighbourhood of Rutherglen.

#### WHEAT TRANSPORT.

43. The question of the probable tonnage of wheat that would be transported over the proposed Border railway by reason of a connection with Oaklands and linking up the Wahgunyah-Corowa line has been complicated in the last year or two by the erection of grain silos along the Oaklands-The Rock railway, and also at stations on the Corowa Culcairn line, and the transport of wheat in bulk over the New South Wales railways for shipment at Sydney. Different opinions were expressed by wheat-growers as to the advantages of these silos in connection with the sale of their wheat. Some supported this system, contending that the saving in expenditure on bags, and also the lessened cost of handling the wheat when shipping it in bulk at Sydney, were pecuniary benefits which wheat-growers should avail themselves of.

44. On the other hand, a number of farmers declared that they would not have their wheat handled in bulk, because when it was placed in the silos they lost control of it and had to accept the average price over the year it was sold at by the Wheat Pool or the controllers of the silo system. They stated that if they bagged their wheat and stacked it at the local railway station it was still under their control, and they were thus enabled to take advantage of any rise in the price of wheat, and sell at a time when the market was most favourable for them to do so. Instances were quoted by witnesses showing that they had gained by bagging their wheat and retaining control over its storage and sale in this way instead of delivering it to the silo and pooling the wheat. Apart from these phases of the matter, it was difficult to obtain any definite information as to whether on the whole bulk handling was preferable to bagging the wheat; some farmers being averse to make the change until they had gained more experience of the silo system and wheat pooling, and learnt whether any postponed or additional charges are to be levied for interest and replacement charges on the cost of the silos and plant. The evidence indicated that farmers within 4 or 5 miles of a railway station would be more likely to deliver all their wheat to the silos there than those from 5 to 15 miles from the station. The latter could not, because of their carting distance, spare time or teams during the harvesting period to cart grain to the station silos, and consequently would have to provide bags for their full crop and, having done so, were likely to deliver all their wheat in bags at the railway station.

45. A return obtained from the New South Wales Railway Department showed that during the wheat season 1924 there were 150,000 bushels of wheat, or 49 per cent., placed in the silo at Oaklands station, as against 156,144 bushels delivered in bags, and that at Lockhart station there were 78,000 bushels, or 22 per cent., placed in the silos, as compared with 276,255 bushels delivered in bags. On the Corowa-Culcairn line, however, the total quantity placed in the silos was 729,000 bushels, or 58 per cent., against 516,422 bushels delivered in bags at stations along that railway. The Department, in answering a question asked by the Committee, stated that at none of these stations had wheat to be delivered in bags because of the silos being full. The Department also informed the committee that the same railway rate per ton is charged for the carriage of wheat over the New South Wales railways, whether it is in bulk or bags.

46. If wheat is placed in the silos it is almost certain that it will be railed loose to Sydney for shipment there in bulk. Therefore, it is only the wheat in bags that is likely to be affected by the construction of the proposed Border railways, as the traffic in such wheat may be transferred from the Sydney to the Melbourne market for sale or shipment. In this connection the railway rates have an important bearing on the destination of this wheat. Broadly speaking, wheat in New South Wales and Victoria is sold at the market rate



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then prevailing in the capital of the State, less railage to Sydney or Melbourne, the price depending largely on the English market parity. The railway rate on wheat transported over the New South Wales railways from the Oaklands and Corowa districts to Sydney is approximately 6d. per bushel, whilst the rate from Yarrawonga or from Wahgunyah—Corowa to Melbourne would be 5d. per bushel so that the Victorian market has always an advantage of 1d. per bushel for such wheat because of this difference in railway rates.

47. Occasionally local factors come into operation which influence the price of wheat at Wahgunyah. For instance the miller at that town becomes a competitor with the miller at Corowa and also with the millers at Wangaratta for wheat grown in the Corowa district. At times when these Wangaratta millers would have to obtain supplies from Yarrawonga and pay a railage charge of 8s. 2d. a ton, as compared with 4s. 2d. from Wahgunyah, they give, according to their evidence, this difference of about 1½d. per bushel to the seller of the wheat at Wahgunyah to induce the sale; but such instances do not occur the whole year round. It is only when the millers at Wahgunyah or Wangaratta have short supplies of grain, or have to obtain small parcels of drier wheats for blending purposes, that they make this concession to those bringing wheat to Wahgunyah and rail it from there to Wangaratta. In any case the tonnage of these exceptional transactions during any year would not be large, and consequently they can be disregarded as an important factor in the volume of traffic on the proposed Wahgunyah—Corowa railway.

48. Statements were submitted indicating that the Melbourne market had in recent years been a better market than Sydney for wheat apart from the difference of 1d. per bushel in railway transit to the sea-board. This might be accounted for to some extent by the difference in the management of the wheat pools and also to shipping space at the time being more readily obtainable at one port than another for the export of wheat. Broadly speaking, however, apart from the conditions which have prevailed in recent years owing to exceptional disturbing influences occasioned by the war, it may be accepted that there is no marked difference between the price of wheat for export in the Melbourne and Sydney markets, though of course, the grain being bought at less railage to the market will secure an advantage of about 1d. a bushel less freight to Melbourne as compared with Sydney if it is grown near the Victorian border. This being so, the Committee had to determine whether this gain of 1d. or 1½d. per bushel would draw wheat to the Victorian railway system if connections were made at Oaklands and Corowa.

49. The Committee ascertained from the New South Wales and Victorian Railways Commissioners that if such railway connections were made the transfer charges would be the same as are in operation at Tocumwal, where 1s. 5d. per ton has to be paid for the transshipment of wheat from the New South Wales to Victorian trucks. The rate for the carriage of wheat over the New South Wales railways ranges from 2s. per ton for distances from 1 to 10 miles up to 3s. 2d. per ton for 18 miles. If to the latter be added the charge of 1s. 5d. for transferring wheat from the New South Wales to the Victorian trucks there would be a total charge of 4s. 7d. for wheat railed 18 miles, or, say, equal to 1½d. per bushel. This charge would offset the advantage in price for wheat usually obtained in Melbourne over the Sydney market rate. Therefore, it may be assumed that if railway connections are made at Oaklands and Corowa the Victorian railways would not draw wheat from a further distance than 18 miles along those lines in the direction of Urana and Culcairn, and even this statement would be qualified by the fact that the wheat would have to be in bags, and not in bulk, for transport over the Victorian railways.

50. The linking up of the Victorian railway system with Oaklands and Corowa would, because of the lesser freight on wheat from these stations to Melbourne as compared with Sydney, lead to the greater portion of the wheat delivered at Oaklands and Corowa stations, where there would be no transshipment charge of 1s. 5d. per ton, being transported over the Victorian railways for export or sale within this State; and, of course, the whole of the wheat produced between Oaklands and the Murray River in the districts served by the new line would likewise be railed to Melbourne, except such as may be required for local milling purposes.

#### OTHER RAILWAY TRAFFIC.

51. Railway connection with Oaklands would induce livestock and also wool, which now find their way to Sydney by rail, to be despatched over the proposed railway to Melbourne, as the tapering rates which are applicable to wheat carried long distances over the New South Wales lines do not apply in the same ratio to livestock and wool so transported. At present livestock are driven and wool is carted from the Urana-Oaklands district to Yarrawonga and Wahgunyah for railage there to Melbourne. It is anticipated that the extension of the Victorian system to Oaklands will induce similar traffic from the Lockhart district to Melbourne. Since the railways of the two States were linked up at Tocumwal some fifteen years ago there has been a marked increase in the tonnage of general merchandise, such as drapery, groceries, hardware, &c., sent from Victoria to Riverina towns, and it is expected that a linking-up of the Victorian system at Oaklands will produce similar results.

52. One of the reasons urged for making these railway connections was that it would enable artificial manures manufactured in Victoria to be sent to eastern Riverina. But while this traffic

affords employment to factory hands in Victoria the carriage of these fertilisers over the Victorian railways for use in Riverina is unremunerative to the Victorian Railway Department unless the resultant crop is also despatched over its lines. A very low rate is charged for the carriage of fertilisers over the Victorian railways to induce their use so that the consequent production might be transported over our lines. Artificial manures sent to eastern Riverina from Victoria do not achieve this object, the wheat being despatched from there to Sydney.

#### ROUTES OF PROPOSED RAILWAYS.

53. After inspecting the country and hearing evidence the Committee considered that an alteration should be made in the route of the proposed railway from Yarrawonga to Oaklands, so that it might better serve the district seeking nearer railway facilities. The original proposal placed before the Committee by the advocates of the Yarrawonga route was in leaving that town and crossing the Murray River to pass on the west side of Mulwala township, and thence proceed northward along the Mulwal-Savernake road to Savernake township, which is about 20 miles from Yarrawonga. It was urged this route would require the purchase of only a small portion of private property near Mulwala township, as the railway from there to Savernake could be constructed on the road, which is from 3 to 5 chains in width, without interfering with vehicular traffic. From Savernake the route, as advocated by the Yarrawonga-Savernake-Oaklands Railway League, was to proceed in a north-easterly direction, crossing Narrow Plains Estate to Oaklands township.

54. The Committee adhered to this suggested route for a length of 15 miles from Yarrawonga, it being of opinion that the line on reaching that point should be carried eastward for about 5 miles to Frewin's Reserve, so as to better serve the lands in the Ringwood district. The line would then proceed north through the centre of Bull Plain Parish, continuing near the boundary line between Wangamong and Coreen West parishes, and thence north-west to Oaklands. This easterly deviation to Frewin's Reserve was, in the opinion of the Committee, also necessary, so that the proposed line would not be too near the New South Wales railway at Berrigan township, this leaving to the proposed Border railway the necessary gathering-ground for traffic in the Ringwood and Coreen districts without impinging on the territory considered tributary to the Corowa-Culcairn line, or to the New South Wales railway terminating at the Rand. A plan showing this suggested deviation was exhibited in the district by the Traffic Officers of the Victorian Railways, who visited it to report upon the probable tonnage of goods and livestock to be carried over the proposed railway, and the plan was also displayed during the second visit of the Committee in May, 1924. The proposed deviation met with very little disapproval from the advocates of the Yarrawonga-Oaklands connection, it being generally regarded as an improvement on the route through Savernake originally placed before the Committee.

55. No alteration was suggested by the Committee in the route of the proposed line from Corowa via Ringwood and Bull Plain to Oaklands, as swinging the route westward from Ringwood to Frewin's Reserve would have unduly lengthened that line and added to the charges for carrying passengers, goods, and livestock over the railway to and from Oaklands. The Corowa route would, on the whole, serve land of better quality than the Yarrawonga route, but the former would have the disadvantage that it would not be within reasonable carting distance of 60,000 acres of medium land in the parishes of Carlyle, Kilnyana, and Wahgunyah. On the other hand, the Yarrawonga line, even after being deviated as suggested by the Committee, would not serve some 3,000 acres of good country east of Coreen, which would be inconvenienced by the Corowa route. This 3,000 acres is outside a radius of 10 miles from the Corowa-Culcairn railway, and also beyond a 10-miles radius of the terminal station at the Rand.

#### LENGTH AND COST OF THE PROPOSED RAILWAY.

56. Mr. C. H. Perrin, Chief Engineer for Railway Construction, informed the Committee that the approximate length of construction of a 5 ft. 3 in. gauge railway from Yarrawonga to Oaklands would be 37 miles, and from Wahgunyah via Corowa to Oaklands it would be the same distance, including 1½ miles from Wahgunyah to Corowa. The estimated cost of the Yarrawonga to Oaklands proposal is £249,500, which includes £34,500 for a bridge across the Murray River, and £25,000 for a junction station at Oaklands. He stated that the Wahgunyah via Corowa to Oaklands line would cost £294,200, including £30,500 for a bridge over the Murray River at Wahgunyah, £30,000 for a junction station at Corowa, and £25,000 for a junction station at Oaklands. It will be seen that, while both routes involve practically the same length of construction, viz., 37 miles, the Yarrawonga route is estimated to cost £44,700 less. Later on, as the result of some survey work, Mr. Perrin estimated the cost of the Yarrawonga route at £245,800, and the Corowa at £283,100 for the direct route, or £284,200 for All Saints' Vineyard route, including £85,000 for a direct connection between Wahgunyah and Corowa, or £89,800 for a connection between those towns via All Saints' Vineyard.



## REPORT OF TRAFFIC OFFICER.

57. Both the proposed routes were inspected in April, 1924 by Mr. J. H. Olsson, Special Traffic Officer, of the Victorian Railway Department. Dealing first with the Yarrawonga to Oaklands proposal, Mr. Olsson estimated that there would be 180,000 acres within the influence of the proposed line, of which 231,900 acres are served by existing railways in Victoria and New South Wales, leaving a balance of 248,100 acres outside a radius of 10 miles from a railway. He described the land as very uniform in quality, being a strong red loam, growing box timber, and similar to the Goulburn Valley country, with a small proportion of swampy land, which without drainage would be unsuitable for wheat production while a small proportion of the western part of the area "is rather light sand and pine country." The total area suitable for cultivation is stated as 261,266 acres, and the area under cultivation 87,000 acres. These figures are below those furnished to the Committee by the district railway leagues, the difference being mainly accounted for by the leagues having included territory 11 miles north of Oaklands as compared with 4 miles allowed by Mr. Olsson. With regard to coal, Mr. Olsson stated—"The possibilities of the coal mine at Oaklands have not yet been fully tested. . . . Having regard to the present undeveloped state of the mine, provision has been made for 5,000 tons for carriage by train annually to Yarrawonga, Benalla, and Wangaratta."

58. Dealing with the proposed line from Wahgunyah via Corowa to Oaklands, Mr. Olsson estimated the area to be served by the proposed line at 479,400 acres, of which 276,700 are already served by existing railways in Victoria and New South Wales, leaving a balance of 202,700 acres outside a radius of 10 miles from an existing line. He described the country as similar to that served by the Yarrawonga-Oaklands connection, "with the exception that the proportion of low-lying land is not quite so great. It can be regarded as good agricultural country, suitable for the production of wheat and for grazing purposes."

## ESTIMATES OF WORKING EXPENSES AND REVENUE.

59. The Railway Commissioners furnished the Committee with the following estimates of annual charges and revenue of the proposed railways, based on a mixed service of four trains weekly:—

## Yarrawonga to Oaklands (N.S.W.).

## Annual Charges.

Interest at 5 per cent. per annum on £273,117, being cost (£249,500) of constructing 37 miles of 5 ft. 3 in. railway from Yarrawonga to Oaklands (including cost of bridge over Murray River, £34,500, and cost of junction station at Oaklands, £25,000), with £23,617 added for rolling-stock	£	s. d.
Traffic expenses	13,656	0 1
Maintenance charges	1,943	18 8
Locomotive expenses, including repairs and renewals of rolling-stock	4,218	0 0
General charges	5,495	7 3
	291	8 8

Total annual charges..... £25,604 14 7

## Revenue.

	On New Line.	On Other Lines from New Traffic from New Line.
	£ s. d.	£ s. d.
Passengers, 16,600 journeys	2,463 13 4	113 15 5
Parcels	100 0 0	
Mails	60 13 8	
Class goods, 1,500 tons	470 13 3	60 16 10
Wool, 600 tons	225 11 4	57 3 9
Live stock, 1,340 trucks	1,583 14 4	
Timber and firewood, 4,200 tons	237 11 9	758 17 10
Grain, 35,500 tons	2,888 9 8	2,170 16 2
Coal, 5,000 tons	957 15 10	366 17 8
All other traffic, 2,895 tons	200 15 7	

£9,188 18 9 £3,528 7 8 12,717 6 5

Estimated loss first year of operation ... £12,887 8 2

## Wahgunyah-Corowa to Oaklands (N.S.W.).

## Annual Charges.

Interest at 5 per cent. per annum on £315,850, being cost (£294,200) of constructing 37 miles of 5 ft. 3 in. railway from Wahgunyah via Corowa to Oaklands (including cost of bridge over Murray River, £30,500, and cost of junction stations at Corowa, £30,000, and at Oaklands, £25,000), with £21,650 added for rolling-stock	£	s. d.
Traffic expenses	15,702	10 0
Maintenance charges	2,474	11 6
Locomotive expenses, including repairs and renewals of rolling-stock	4,218	0 0
General charges	4,953	7 7
	291	3 0

Total annual charges..... £27,729 12 1

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## Revenue.

	On New Line.	On Other Lines from New Traffic from New Line.
	£ s. d.	£ s. d.
Passengers, 21,050 journeys	2,533 8 2	100 14 8
Parcels	150 0 0	
Mails	90 11 0	
Class goods, 3,270 tons	619 6 3	62 15 8
Wool, 1,000 tons	343 4 2	59 19 10
Live stock, 1,340 trucks	1,419 1 10	
Timber and firewood, 3,300 tons	213 16 4	725 19 6
Grain, 31,250 tons	3,263 8 4	2,077 13 1
Coal, 5,000 tons	1,061 12 0	252 0 6
Flour, 3,000 tons	35 3 5	407 19 4
All other traffic, 2,895 tons	198 0 9	

£9,936 12 3 £3,687 2 7 13,623 14 10

Estimated loss first year of operation..... £14,105 17 3

## VIEWS OF THE COMMITTEE.

60. In arriving at a selection of the route to be recommended the Committee had to consider the volume of traffic likely to be attracted thereto, and the effect of the railway rates on the destination of freight from the Oaklands district. Broadly speaking, the bulk of the wheat-growers would be served by either route, with the exception of those in the parishes of Carlyle, Kilnyana, and Wahgunyah, who would not be accommodated by the Corowa-Oaklands line. Consequently, if that connection were made they would continue to cart their grain either to Berrigan or Yarrawonga stations. The rate on wheat from Oaklands via Yarrawonga to Melbourne would be 14s. 4d. per ton, as compared with 14s. 10d. by way of Corowa and Wahgunyah. This difference of 6d. per ton, or less than 4d. per bushel, can be disregarded as being an important factor in the routing of the wheat, which would be marketed or shipped at Melbourne, the rate from Oaklands to Sydney being 18s. 1d. per ton. Neither would the rate on wool be much different, whether it was taken from the Oaklands district by way of Yarrawonga, or via Corowa and Wahgunyah, the former route involving a charge of 70s. 3d. per ton as against 72s. 9d. for the latter, whilst the rate to Sydney is 104s. 5d. The rate for live stock from Oaklands via Yarrawonga to Newmarket (Melbourne) would be 168s. per truck, or 10s. less than by way of Corowa and Wahgunyah, whilst the rate from Oaklands to Sydney is 262s. 3d. As regards the rates on drapery, groceries, hardware, leather goods, &c., the Melbourne merchants could by either route—the Yarrawonga or Wahgunyah-Corowa—command the markets along the line from Oaklands to Lockhart, the railway rate, inclusive of the transfer charge at Oaklands, on such goods from Melbourne not coming close to the rate from Sydney until Lockhart is reached. The rates on wool and live stock to Melbourne and Sydney respectively also approximate at Lockhart. The Rock, which is on the Albury-Wagga main (Sydney) line, and is the starting point of the branch railway to Lockhart and Oaklands, is only 250½ miles from Melbourne by way of Albury, as against 276 via Yarrawonga and Oaklands, so that this new connection will not give a shorter route from Melbourne to Sydney. The freight rates on all commodities dispatched from Melbourne would also be less to The Rock by way of Albury than through Oaklands.

61. With reference to this new connection being of service in handling interstate railway traffic when the station yard at Albury may be congested during a drought season (when consignments of fodder and starving stock are large), or a temporary cessation of the coastal shipping trade, it should not be overlooked that the main line from Albury through The Rock, Wagga, and Junee to Cootamundra is a single track only. The line from Cootamundra to Sydney is a double track. The traffic officers would consequently prefer, in the event of Albury station yard being congested, to route the interstate traffic by way of Junee, Narrandera, and Tocuwal than through The Rock, Oaklands, and Yarrawonga or via Culcairn and Corowa so as to lessen the haulage over the single-line track from Junee to The Rock or Culcairn.

62. As required by the terms of the agreement under the Border Railways Act, 1922, the Committee gave consideration to the question of developing the coal seams at Coorabin, near Oaklands, by means of the proposed Border railway. The directors of the Riverina Collieries Company, which has a lease of the mine, contended that under the agreement the Border railway should be constructed as far as the Coorabin mine, so that the coal deposits might be developed. The Committee, however, is of opinion that any railway extension on the Victorian gauge beyond Oaklands to the mine should be regarded as a private undertaking, and the cost thereof borne by the Riverina Collieries Company, notwithstanding that the agreement states:—"Should the Committee recommend the construction of any such railway between the said coal-fields and the Victorian railway system. . . ." The practice in both New South Wales and Victoria is to regard short railways, which are to solely benefit companies, as being private lines, because when the mines or works they are intended to serve become abandoned or exhausted they are of no further use as feeders of Government railways, and consequently should not remain a charge on the public debt of the State. Moreover, the Coorabin deposits extend southward near to Oaklands.



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where bores have shown the coal to be of better quality, so that an extension of the Victorian railway system to that town is really linking up with the "coal-fields." The agreement could not be construed to mean that the railway should be extended to the mouth of each shaft.

63. The probable annual freightage of coal from the Coorabin mine to Victorian railway stations was a most difficult matter to determine, being dependent upon the quality of the coal; the price covering all mining and pumping expenses at which screened or run-of-mine coal could be delivered on rails at those stations, and the effect which the hydro-electric schemes will have in diminishing the demand for Coorabin coal. Mr. A. Brodie, one of the promoters of the Riverina Collieries Company, said in evidence before the Committee at Albury he had hopes that Coorabin coal would be used for bunkering tramp steamers calling at Melbourne for cargoes of wheat, wool, &c. He was asked to furnish the Committee with comparisons of the cost of Coorabin coal carried by rail from Oaklands to Melbourne and delivered at the ship's side as compared with New South Wales coastal coal brought by collier to Melbourne and discharged into the bunkers of tramp steamers. This comparison never reached the Committee. Inquiries made by the Committee showed that there would be very little difference between the cost of the two coals delivered into the steamer's bunkers at the port of Melbourne. As the Newcastle coal would be of higher calorific value, and being a denser coal would occupy less space per ton in the ship's bunkers, preference would usually be given to the New South Wales coastal coal.

64. At the request of the Committee, Mr. G. H. Broome, General Manager of the State Coal Mine, Wonthaggi, and Mr. W. Baragwanath, Director of Geological Survey, Mines Department, inspected the mine of the Riverina Collieries Limited at Coorabin, and on the 22nd August, 1924, they reported that—

"The area proved by boring and shaft-sinking can be reasonably regarded as containing one hundred million tons of coal, but this quantity would, in all probability, be much increased on further exploratory work. The coal seam varies from 25 feet to 36 feet and over in thickness, and is nearly horizontal. . . . Mr. McKenzie stated that the coal could be profitably mined and loaded into trucks on the mine at the following prices:—

Best screened coal .....	16s. per ton.
Run-of-mine engine coal .....	15s. "
Slack .....	11s. "

We think a fair margin of profit should be realised by the company at these prices. Run-of-mine coal was being utilised on the mine for boiler firing. It burns freely, giving off no smoke and maintaining a good head of steam. We also saw the coal burning in open grates, and it made quite a satisfactory fire for household purposes. A fine white ash is left on burning, the quantity varying with the quality of the coal. There is no doubt that the coal is suitable for stationary boilers and domestic use. . . . The time must soon arrive when the firewood supply within 50 miles of Wahgunyah is exhausted, and coal, unless electrical power can be more cheaply provided, must take the place for power generation and for domestic purposes. With a plentiful supply of fair coal at a cheap rate a good market should be found."

65. The railway aspect of the use of Coorabin coal was next considered. The Victorian railway authorities informed the Committee that this coal "contained a high percentage of ash, and although the ash content does not differ greatly from that of Wonthaggi coal, the defect in the Coorabin coal is the low calorific value and high moisture content. It was stated by them that the Coorabin coal was unsuitable for locomotives, and, if used, would require specially wide fire-boxes and fire-bar arrangements," which would be quite unsuitable for changing over to the use of Maitland or Wonthaggi coal. "It was further added—"Moreover, the Coorabin coal would not stand up to the blast in a locomotive, as it is not of sufficiently hard nature to do so. If locomotives were designed to burn this coal they would have to use it only; and it may be stated that existing engines could not be altered without largely increasing the size of the boiler and exceeding the permissible weight per axle. The only course would be to practically design a new locomotive, and for these reasons it was considered quite impracticable to use this coal for locomotive purposes."

66. If, however, the Coorabin coal were to be used for locomotive purposes on the Victorian north-eastern railway lines, the Yarrowonga route, leading direct to Benalla, would suit the requirements of the Railway Department better than a line via Corowa and Wangaratta. At Benalla locomotive depôt 22 engines are stationed, as compared with eight at Wodonga and four at Wangaratta, but of the last-mentioned two, being narrow-gauge locomotives, can use Maitland coal only. The approximate tonnage of Victorian Wonthaggi State Mine coal used annually at the locomotive depôts in the north-eastern district is as follows:—

	Tons.
Seymour .....	16,330
Benalla .....	7,220
Wangaratta .....	748
Wodonga .....	5,526
Total .....	28,824

67. These figures indicate that if, at any time, Coorabin coal had to be extensively used for locomotive purposes in the north-eastern district of Victoria the larger deliveries would have to be at Benalla and Seymour, and a connection via Yarrowonga would best suit those depôts.

68. The Victorian State Electricity Commission has entered into an agreement with the Corowa and Albury councils to supply them with power in bulk at an average price not exceeding 3½d. per unit at Corowa and 2d. at Albury. These prices will later on be reduced. Prior to this arrangement the Corowa Council had intended installing a steam-driven plant, and it estimated that 800 tons of coal would be consumed in the first year of operation of that plant, and at the end of three years the coal consumption would reach at least 1,200 tons annually, owing to the power-house supplying energy and lighting for the Corowa flour mills and other industrial undertakings in that town and district. After further consideration the Corowa Council abandoned the installation of a steam plant, and entered into an agreement with the Victorian State Electricity Commission, as stated above. The Electricity Commission recently advised the Committee: "It is probable that an electric supply will be made available by the Commission in Wangaratta, Rutherglen, and Shepparton about the end of 1925, and, if the extension to Yarrowonga is undertaken, this supply will be given a little later."

69. In view of this early extension of the electric mains to the towns stated, there is not a promising outlook for any large demand for Coorabin coal to generate electricity for power and lighting purposes in the north-eastern district of Victoria.

70. The determination of the Commonwealth and State authorities to provide for the enlargement of the storage capacity of the Hume Reservoir, with a view to utilising the flow of water from that storage basin to generate electricity, is a further indication that this cheaper source of production, as compared with generating current by means of coal and steam, will be availed of as years go on. Consequently the Committee was forced to the conclusion that the demand for Coorabin coal for industrial purposes will not be as large as was suggested by some witnesses. Nevertheless, there will be a call for that fuel for certain manufacturing processes which need steam and for household purposes, owing to its price per ton being no more than that of firewood, which has only from one-third to one-half the calorific value of Coorabin coal.

#### RECOMMENDATION OF THE COMMITTEE.

71. A railway from the Victorian Border to Oaklands will pass through a district which is already well settled and productive, giving immediate traffic to the line. The district also presents excellent opportunities for additional settlement and production, as many of the holdings can, with advantage, be subdivided, their average area being 1,500 acres. The quality of the land is, on the whole, good, and the average rainfall ample for growing cereals. The Committee believes that the estimate of the Traffic Officers of the Victorian Railways that 35,500 tons of wheat will be dispatched over this railway in its first year of operation will be largely exceeded during the few years following the opening of the line. It considers that the increase of 12,000 acres in the area under wheat—from 80,000 to 92,000 acres—expected by those officers will not only be more than realised, but by the adoption of better farming methods, such as following the land to a greater extent, working the fallowed land more frequently, using larger quantities of fertilisers per acre (which the cheaper transport charges will encourage the farmers to do), and selecting the seed, the average yield per acre will be nearer 18 or 20 bushels than the 15 bushels allowed by those officers. For these reasons, and the expectation of the Committee that the bulk of the grain now railed from Oaklands to Sydney will find its way over the proposed railway to Melbourne, and that live stock now dispatched from Oaklands, Urana, and Lockhart districts to Sydney will be diverted to the Melbourne market, the loss on the new line will not be as large as is anticipated by the Railway Commissioners, and it should be much reduced in the course of a few years.

72. The Committee recommends the construction of a 5 ft. 3 in. gauge railway from Yarrowonga northward to a point about 15 miles from Yarrowonga on the Mulwala-Savernake road, and there turning eastward to Frewin's Reserve; thence northward through the centre of Bull Plain Parish, and along the western boundary of the parish of Coreen; thence northward to Oaklands, passing on the west side of that town, and terminating in the railway yard, Oaklands, a distance of 37 miles; at an estimated cost of £245,800, including £32,400 for bridging the Murray River at Yarrowonga, and £22,700 for a junction station at Oaklands.

73. It is considered by the Committee that the working expenses at Oaklands station might be reduced if an arrangement were come to with the New South Wales Railways Commissioners for one station-master to perform the duties connected with the New South Wales and Victorian train services to and from that station. This is done at Tocunwal and also at Mount Gambier, where the one station-master acts for the two Railway Departments. At Wodonga the one live-stock trucking yard is sufficient, owing to the use of the third rail, by means of which trucks of the Victorian and New South Wales systems can be placed alongside those yards, thus avoiding the necessity of each State having a separate stock-trucking yard. Even if it is not practicable to have one station-master at Oaklands performing the services of the two departments (which,



Witness—A. Blenkin, 11 October, 1924.

however, should be feasible in view of the limited train service at that station), and Victoria has to employ a separate station-master thereat, there is no occasion, in the opinion of the Committee, to also have an operating porter at the station at a yearly cost of £241, especially if the train service on Wednesdays and Fridays to and from Oaklands be between the hours of 10 a.m. and 6 p.m., as is proposed on Mondays, instead of having a train leaving Oaklands at 5 a.m. on Wednesdays and Fridays, as has been provided for. The Committee considers that the junction station at Oaklands, with the necessary sidings and accommodation for passengers, goods, and live stock, should be provided at a lesser sum than £22,700 (the revised estimate), as there is no need at present to erect costly buildings there.

74. The Committee considers that the railway from Yarrawonga to Oaklands, serving a larger area of country than the Corowa-Wahgunyah route, will afford greater opportunities for settlement, and while not giving such direct connection between Coorabin coal-field and some towns in the north-east district of Victoria as the Corowa-Wahgunyah route, it will not unduly handicap the development of that coal-field, because the freight rates *via* Yarrawonga will be less than the charge for hauling the coal by the existing lines through Lockhart, The Rock, and Albury, and much less than the charges that have to be paid for transporting coal from Lithgow, Wonthaggi, or any other coal-field to the north-east district. Notwithstanding the higher railway rate by way of Yarrawonga, Coorabin coal should be able to compete on advantageous terms with firewood at Rutherglen, Springhurst, Albury, Beechworth, and Wangaratta.

75. This recommendation is made conditionally on the land required for the construction of this railway and station sites, including such land as may be required between Yarrawonga station and the Murray River, being handed over free of cost to the Victorian Government.

76. The Committee came to the conclusion that the Wahgunyah-Corowa connection, because of its high capital cost and short length (2 miles), producing a small revenue from passengers and goods

(as the receipts are based on mileage), would not be justified unless the traffic over it to and from the Corowa-Culcairn line could be largely increased. This result can only be attained by either the width of that line being altered to the Victorian railway gauge, or a third rail laid down, permitting Victorian locomotives and truck stock to be run to stations from Corowa to Culcairn, thus avoiding all goods and live stock having to be transferred from one railway truck to another, as at present, and eliminating the transfer and counting charges. Coupled with this would be the requirement that the ordinary Victorian through mileage rates should prevail over the line to Culcairn. Unless these conditions are attained, and Victoria is satisfied that the silo system will not prevent it getting the bulk of the wheat traffic from stations on the Culcairn line, the connection between Wahgunyah and Corowa would entail such a large annual loss that it would not be warranted. The sleepers on the Corowa-Culcairn line are too short to carry a third rail, providing for the wider Victorian gauge, so that if the additional rail be laid this line would have to be re-sleepered throughout.

77. In order, however, to afford those interested an opportunity of endeavouring to secure the handing over of the Corowa-Culcairn line by New South Wales to Victoria on the same conditions as those governing the recent acquisition of the Moama to Deniliquin railway under the terms of the Border Railways Act, 1922, or alternatively, having an arrangement made equitable to both States for laying a third rail along the Corowa-Culcairn line, the Committee has made this a Progress Report, so that this matter may be reopened when it has advanced to a stage requiring further consideration.

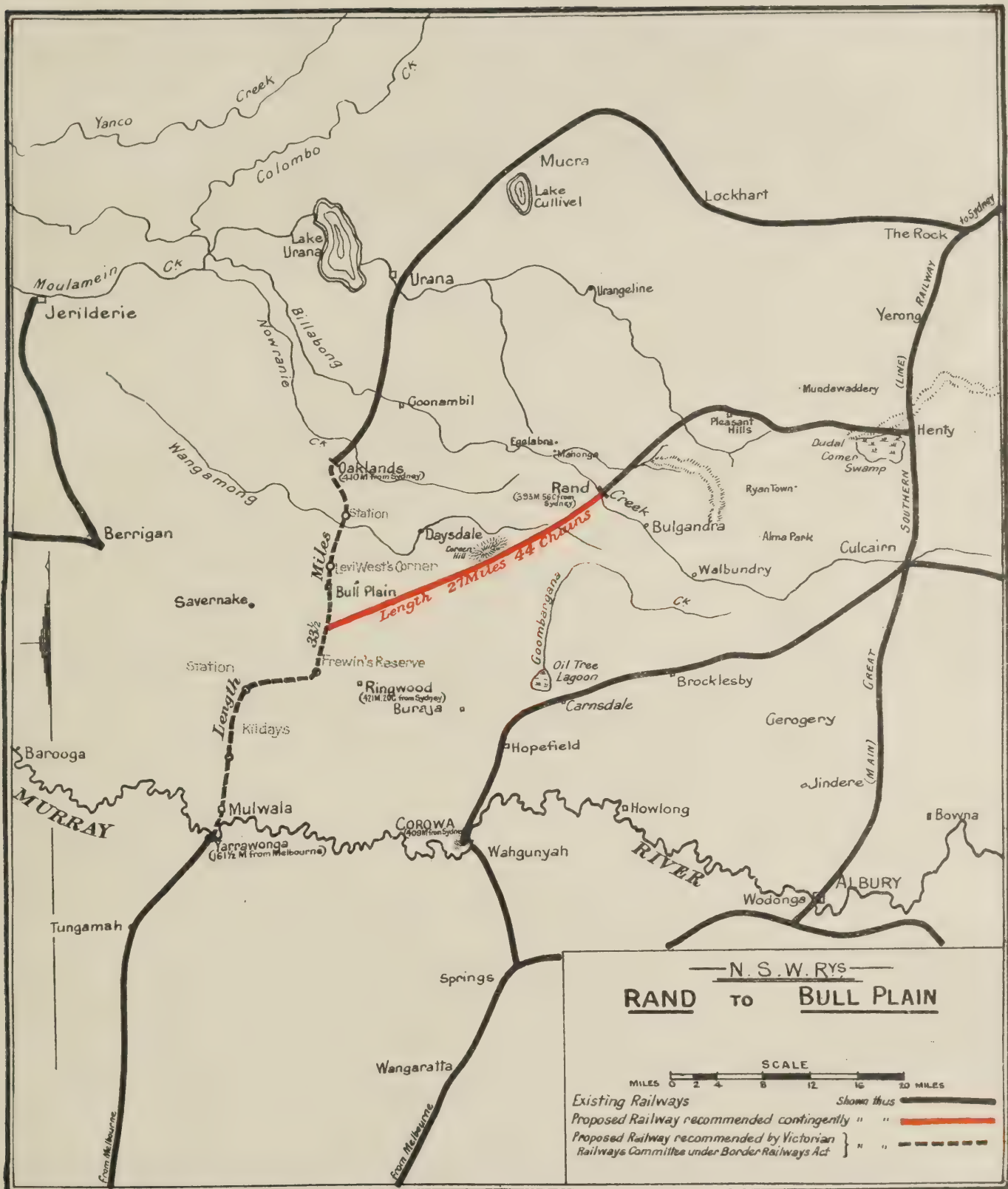
J. W. BILLSON,  
Chairman.

Railways Standing Committee Room,  
State Parliament House,  
Melbourne, 23th August, 1924.











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PARLIAMENTARY STANDING COMMITTEE ON  
PUBLIC WORKS.

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REPORT

TOGETHER WITH

MINUTES OF EVIDENCE AND PLAN

RELATING TO THE

PROPOSED RAILWAY FROM TEMPE TO  
EAST HILLS.

---

Presented to Parliament in accordance with the provisions of the Public Works Act,  
3 Geo. V No. 45.

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*Ordered by the Legislative Assembly to be printed, 27th August, 1924.*

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MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable WILLIAM THOMAS DICK, Chairman.  
The Honorable JOHN TRAVERS.  
The Honorable ROBERT MAHONY.

LEGISLATIVE ASSEMBLY.

FRANCIS MICHAEL BURKE, Esquire, Vice-Chairman.  
WILLIAM CAMERON, Esquire.  
BRIAN JAMES DOE, Esquire  
DAVID HENRY DRUMMOND, Esquire.

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## PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

### RAILWAY FROM TEMPE TO EAST HILLS.

## REPORT

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the Second Session of the present Parliament, under the Public Works Act of 1912 (3 George V, No. 45), and the Parliamentary Standing Committee on Public Works Election Enabling Act of 1922 (13 George V, No. 19), to whom was referred for consideration and report "the expediency of constructing a line of railway from Tempe to East Hills," have after due inquiry resolved that it is expedient the proposed railway be constructed; and in accordance with subsection (d) of clause 34 of the Public Works Act of 1912, report their resolution to the Legislative Assembly:—

### INTRODUCTORY.

1. The proposed line is an extension of a suggested electric railway from Tempe to Salt Pan Creek, the construction of which, in August, 1923, was urged by Petition to the Minister for Public Works from the residents of the district affected for the following reasons:—(1) That it will be the means of alleviating the congested state of the Illawarra and Bankstown lines; (2) that it will make accessible a vast amount of good suburban building land; (3) that it will bring suburbs that are now practically isolated within a reasonable distance of the train service, and facilitate closer suburban settlement; and (4) that it will make the historical waters of the George's River more easily accessible to the general public.

Subsequently, in response to a request by the Bankstown Railway League that a survey be continued across Salt Pan Creek to East Hills, the Railway Commissioners were asked, by the Minister's direction, to furnish a Statutory Report embracing the through length from Tempe to East Hills. Later, in reply to a deputation, the Minister stated that the Railway Commissioners had put up the proposal to link up East Hills with the line across Salt Pan Creek, and, instead of constructing a line from Bankstown to East Hills, the suggestion was made that a line be run to a point on the George's River.

The necessity for the early construction of the Tempe-Salt Pan Creek Railway was urged as recently as December, 1923, by the Hurstville Municipal Council, who, in a communication addressed to the Department, stated that the congestion of the traffic on the Illawarra and Bankstown lines was increasing daily, and seemed to be getting beyond the powers of the Commissioners to cope with.

The proposal was referred to the consideration of the Committee on December 20, 1923.

### THE PROPOSED LINE.

2. This proposed electric railway commences by a junction with the Illawarra Railway at 4 miles 50 chains from Sydney on the southern side of Cook's River and about 48 chains from Tempe station, and proceeds south-westerly in close proximity to the southern or right side of Wolli Creek to 9 miles; thence it leaves the head of that Creek and crosses Salt Pan Creek at 11½ miles, and the south-westerly bearing is continued to East Hills Park on the northern boundary of which it terminates at 15 miles 35 chains from Sydney. The works are heavy, with a ruling grade of 1 in 60 in both directions. The sharpest curve is 12 chains radius.



## ESTIMATED COST, REVENUE, AND EXPENDITURE.

3. The estimated cost of a single line, as referred to the consideration of the Committee, was £122,836, subsequently increased as the result of duplicating the first section of 4 miles, to £493,049.

Based upon the original cost, the estimated annual revenue was £57,043, and expenditure £52,074 (the latter including £34,248 working expenses and £17,826) interest on cost of construction, leaving a difference (profit) of £4,969.

Assuming the proposed line is made a double one for the first 4 miles, the estimated cost would be increased by £70,164, in which case the estimated revenue is £68,451, and expenditure £68,213, leaving a difference (profit) of £238.

(The necessity for the duplication referred to is stated to be due to the fact that the bulk of suburban traffic will be gathered within 4 miles of Tempe).

## RAILWAY COMMISSIONERS' REPORT.

4. Reporting upon the proposal in October, 1923, the Railway Commissioners state that consideration had been given to the matter in association with reports made in the previous March on suggested tramways from Hurstville to Dumbleton and Lakemba, and from Bexley to Dumbleton and Lakemba. In reporting against these proposals the Commissioners stated that, in view of the heavy loss which would follow the construction of the proposed tramways and their unsuitability for serving the public at long distances from the metropolis, they were unable to recommend the construction of either of them, and pointed out that the proposed tramways were located at right angles to the general direction of railway travelling.

It is further stated by the Commissioners that the suggested railway will intersect the proposed tramline about midway between Hurstville and Lakemba, the distance at this intersecting point being about 9 miles (the same as Hurstville and Lakemba); thus, there will be the important advantage of a more direct and quicker service, and in addition the area will be so served that no part of it will be at a greater distance than  $1\frac{1}{4}$  miles from railway communication, and so obviate the necessity for extending the tramway system.

The Commissioners conclude their report by stating that the development of residential areas similar to what has taken place on the Hurstville and Bankstown lines may be confidently expected within a short period after the construction of the proposed railway.

## THE COMMITTEE'S CONCLUSION.

5. The Committee have inspected practically the whole of the area between the existing line from Sydenham to Bankstown and that portion of the Illawarra line between Arncliffe and Oatley, and heard official and other evidence relating thereto.

The area generally, on account of its slightly undulating, and in places, elevated character, is particularly suitable for close residential settlement, and this the construction of the line should bring about at an early date. The district to be served includes the settlements of Dumbleton, Revesby, Salt Pan, East Hills, and Milperra, the whole of which are situated at distances varying from 1 to 4 and 5 miles from existing railway communication, which is now only reached by means of 'bus services, involving, in the case of those travelling to and from the city, long delays and heavy expense. In spite, however, of the lack of convenient transit, the district has much to recommend it from a residential point of view, and already several large areas, mostly privately owned, have been subdivided and built upon, and there appears to be no doubt that with improved railway facilities the population will rapidly expand.

The departmental evidence in regard to the proposal is favourable, particularly in view of the fact that it will avoid the necessity for the construction of tram lines from Hurstville and Bexley, Dumbleton and Lakemba, and of the proposed line from Bankstown to East Hills (as recommended by the Committee in 1921), will assist in relieving the present congested condition of the passenger trains between Bankstown and Sydney and *vice versa*, and will return a profit from its inception. Regarding the latter feature of the proposal, it has been pointed out that the results



of the working of the Sydenham-Bankstown line afford a good guide as to the revenue which may be expected, the profit upon this section for the three years ended December, 1922, having amounted to £101,226, the earnings from goods traffic representing only 5 per cent. of the total.

For the reasons mentioned the Committee have had no hesitation in arriving at the conclusion that it is expedient the proposed railway be constructed.

#### RESOLUTION PASSED.

6. The Resolution passed by the Committee is shown in the following extract from the Minutes of Proceedings:—

Mr. Travers moved,—“That in the opinion of the Committee it is expedient the proposed railway from Tempe to East Hills, as referred to them by the Legislative Assembly, be constructed at an estimated cost of £493,049.”

Mr. Drummond seconded the motion, which was passed.

W. T. DICK,  
Chairman.

Office of the Parliamentary Standing Committee on Public Works,  
Parliament House, Sydney, 27th August, 1924.

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# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## MINUTES OF EVIDENCE.

### RAILWAY—TEMPE TO EAST HILLS.

MONDAY, 7 APRIL 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.

BRIAN JAMES DOE, ESQ.

The Committee proceeded to consider the expediency of constructing a line of Railway from Tempe to East Hills.

Thomas Bryce Cooper, Under-Secretary, Department of Public Works, sworn and examined:—

1. *Chairman.* You have a statement to present to the Committee? Yes.

PROPOSED RAILWAY FROM TEMPE, VIA SALT PAN CREEK, TO EAST HILLS.

Estimated cost, £422,836, or £39,106 per mile, exclusive of land resumptions.

Length, 10 miles 65 chains.

Ruling grade, 1 in 60 in both directions.

Sharpest curve, 12 chains radius.

On 20th December, 1923, the Secretary for Public Works and Minister for Railways and State Industrial Enterprises (Hon. R. T. Ball, M.L.A.) moved in the Legislative Assembly "That it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon the expediency of constructing a line of railway from Tempe to East Hills."

Question resolved in the affirmative.

Following is the official description of the line:—

"This proposed electric railway commences by a junction with the Illawarra Railway at 4 miles 50 chains from Sydney on the southern side of Cook's River and about 48 chains from Tempe station, and proceeds south-westerly in close proximity to the southern or right side of Woll Creek to 9 miles; thence it leaves the head of that Creek and crosses Salt Pan Creek at 11½ miles, and the south-westerly bearing is continued to East Hills Park on the northern boundary of which it terminates at 15 miles 35 chains from Sydney. The works are heavy, with a ruling grade of 1 in 100 in both directions. The sharpest curve is 12 chains radius."

The Railway Commissioners' Statutory Report is dated 18th December, 1923, and is as follows:—

"PROPOSED ELECTRIC RAILWAY FROM TEMPE TO EAST HILLS.

In accordance with the request of the Minister for Railways, and in pursuance of the provisions of the Public Works Act, 1912, the Commissioners beg to submit their report on the abovementioned proposal.

This proposal is an extension of the proposed electric railway from Tempe to Salt Pan Creek, in regard to which the following report was submitted on the 13th October last:—

"This proposal is for a single line 7 miles 25 chains long, having a ruling grade of 1 in 100, with a short length near the Flyover connection of 1 in 40, with the traffic. The sharpest curve is 10 chains radius. The estimated cost of construction, including power and feeders, is £324,100.

This proposal has received consideration by the Commissioners in association with reports made in March last on suggested tramway from Hurstville to Dumbleton and Lakemba, and from Bexley to Dumbleton and Lakemba. In reporting against these proposals the Commissioners stated that, in view of the heavy loss which would follow the construction of the proposed tramways and their

unsuitability for serving the public at long distances from the Metropolis, they were unable to recommend the construction of either of them, and pointed out that the proposed tramways were located at right angles to the general direction of railway travelling. For example, the distance from Hurstville to Sydney is the same as from Lakemba to Sydney, viz., 9 miles, and a tramway of the length of 4½ miles was proposed to connect these two points; consequently the public would incur an unnecessary amount of travelling, which could be avoided by the construction of an intermediate railway between the Illawarra line and the Bankstown line, commencing at Tempe and ending at Salt Pan Creek, of which a trial survey has been made. It was further stated by the Commissioners that this suggested railway would intersect the proposed tramline about midway between Hurstville and Lakemba, the distance at this intersecting point being about 9 miles (the same as Hurstville and Lakemba); thus, there would be the important advantage of a more direct and quicker service, and in addition the area would be so served that no part of it would be at a greater distance than 1½ miles from railway communication, and so obviate the necessity for extending the tramway system. The Commissioners concluded their report by stating that the development of residential areas similar to what has taken place on the Hurstville and Bankstown lines could be confidently expected within a short period after the construction of the proposed railway.

The results of working of the Sydenham-Bankstown line afford a very good guide as to the probable revenue of the proposed line from Tempe to Salt Pan Creek. The figures relating to the former are given below. Its capital cost stands at £698,371.

Year ended December.	Interest charge.	Cost of working.	Total cost.	Total Revenue.	Profit.
	£	£	£	£	£
1920	24,711	74,563	99,274	134,098	34,824
1921	31,965	92,275	124,240	157,620	33,380
1922	35,362	102,744	138,106	171,128	33,022

The earnings from goods traffic represent only 5 per cent. of the total, the balance being coaching and passenger revenue.

The financial position for the Tempe-Salt Pan Creek proposal is shown hereunder:—

Estimated cost of construction:—

Estimated cost of construction, including power and feeders ..... £ 324,100

Estimated annual expenditure:—

Interest on cost of construction (£324,100), at 5½ per cent. .... £ 17,826

Working expenses ..... £ 34,243

52,074

Estimated annual revenue:—

Estimated annual revenue ..... £ 57,043

Difference (Profit) ..... £ 4,969



Witness—T. B. Cooper, 7 April, 1924.

In a separate report of even date, the Commissioners have, as requested, dealt with the proposed extension of the Tempe-Salt Pan Creek line to East Hills, and have recommended that a survey and estimate be prepared for the additional length of 4 miles 10 chains to reach this objective, and in the event of the line being extended by this route, the construction of the line from Bankstown to East Hills as recommended by the Public Works Committee in August, 1921, would be rendered unnecessary. In lieu thereof, however, the Commissioners are of opinion that an extension should be made from Bankstown to George's River, 3½ miles.

The present proposal is for a single line from Tempe to East Hills a distance of 10 miles 65 chains, the estimated cost of construction, including power and feeders, being £422,836.

The financial position of the proposal is shown hereunder:—

Estimated cost of construction:—	£
Estimated cost of construction, including power and feeders .....	422,836
Estimated annual expenditure:—	£
Interest on cost of construction at 5½ per cent. ....	23,257
Working expenses .....	41,098
	64,355
Estimated annual revenue:—	
Estimated annual revenue .....	68,451
Difference (Profit) .....	£4,096

The Common Seal of the  
Railway Commissioners  
for New South Wales  
was hereunto affixed the  
eighteenth day of Decem-  
ber, one thousand nine  
hundred and twenty-  
three, in the presence  
of,—  
W. JNO. MORRIS,  
Secretary.”

(Seal.)  
JAMES FRASER,  
Chief Railway Commissioner.  
J. H. CANN,  
Assistant Railway Commis-  
sioner.

When forwarding the Statutory Report just quoted, the Railway Commissioners pointed out that owing to the limited time available the estimates are only approximate and subject to revision when all details are available.

The separate report, which was submitted by the Railway Commissioners when their report on the proposed Tempe-Salt Pan Creek Railway was forwarded, is dated 13th October, and is as follows:—

#### SUGGESTED EXTENSION OF THE PROPOSED TEMPE-SALT PAN CREEK LINE ACROSS THE CREEK TO EAST HILLS.

In connection with this matter, the Commissioners desire me to refer to their report of the 13th instant, on the proposal to construct a line from Tempe to Salt Pan Creek. It is now suggested to make East Hills the objective, the distance being 4 miles 10 chains beyond Salt Pan Creek. If this were done it would render unnecessary the construction of the line from Bankstown to East Hills which was passed by the Public Works Committee in August, 1921.

The Commissioners therefore recommend:—

1. That a survey and estimate be prepared for the additional length of 4 miles 10 chains from Salt Pan Creek to East Hills.
2. That owing to the altered conditions in regard to the later proposal from Tempe to Salt Pan Creek, with an ultimate extension to East Hills, the line previously recommended from Bankstown to East Hills (4 miles 18 chains) be eliminated in favour of an extension from Bankstown to George's River (3½ miles), and that an estimate of the cost for same be furnished. The necessary survey information is available for this purpose.

The carrying out of these amended proposals would, in the opinion of the Commissioners, result in a very good division of the country and would be in the best interests of existing and prospective settlement, and judging from the results of the working of the Bankstown line there is every justification for the comparatively small expenditure involved in its extension as now recommended. The construction of a punt on George's River at the destination point of the line would develop a large area of land on the opposite side of the river, and although only 3½ miles of railway construction would be needed, there would be much more than a corresponding saving in road distances to Bankstown owing to the circuitous route which has now to be taken by the residents to reach that station by road.

W. JNO. MORRIS,  
Secretary.”

As the proposed line is in the nature of an alternative to certain tramway proposals in the district, which have been agitated for for many years, and which have formed the subject of deputations to successive Ministers, it is thought advisable to quote the Statutory Report submitted by the Railway Commissioners on the proposed

tramway, Hurstville-Dumbleton-Lakemba and Bexley-Dumbleton-Lakemba. This report is dated 27th March, 1923, and is as follows:—

#### “PROPOSED TRAMWAYS—HURSTVILLE-DUMBLETON-LAKEMBA AND BEXLEY-DUMBLETON-LAKEMBA.

In accordance with the request of the Minister for Railways and in pursuance of the provisions of the Public Works Act, 1912, the Commissioners beg to submit their report on the abovementioned proposals.

##### Hurstville-Dumbleton-Lakemba.

The proposed extension commences at Hurstville Station and proceeds via Forest-road, Gloucester-road, Stony Creek road, Belmore-road, Canarys-road, Canterbury-road, and Haldon-street to Lakemba Station, a distance of 4 miles 35 chains.

The proposed line will consist of a single track with six (6) crossing loops; the ruling grade being 1 in 15 and the sharpest curve 70 feet radius.

For about 1 mile after leaving Hurstville Station, the district through which the tramway would pass is thickly populated. From this point there is somewhat scattered population until reaching the small settlement of Dumbleton, which is 1 mile 60 chains from Hurstville Station. From Dumbleton to a point about a mile distant from Lakemba the route passes, for the most part, through bush land which has not yet been cleared or built upon to any material extent. The last mile of the route approaching Lakemba Station is fairly thickly populated, but 50 per cent. of the people resident in this section are within easy walking distance of the railway station and would not be likely to be tram users. The same remark applies to residents on, or in the vicinity of the tram route, and within half a mile of Hurstville Station.

In view of the comparatively limited population between points half a mile distant from Hurstville Station on the one side and Lakemba Station on the other, it is estimated that the revenue would not exceed £6,200 per annum.

To provide a half-hourly service, which is considered would be necessary in order to give suitable train connections at Hurstville and Lakemba Stations, the cost on a mileage basis would amount to £14,017 per annum.

The financial prospects of the proposal are as follow:—

Estimated cost of construction:—	£	£
Estimated cost of construction exclusive of overhead wire, power and feeders .....	48,046	
Overhead wire, power and feeders .....	22,000	
Telephones, staff apparatus, waiting room, &c. ....	1,300	
		71,346
Estimated annual expenditure:—		
Interest on cost of construction (£71,346), at 5½ per cent. ....	3,924	
Working expenses .....	14,017	
		17,941
Estimated annual revenue:—		
Estimated annual revenue .....	6,200	6,200
Difference .....		£11,741

##### Bexley-Dumbleton-Lakemba.

The proposed extension commences at the existing tram terminus at Bexley and proceeds via Stony Creek road, Belmore-road, Canarys-road, Canterbury-road, and Haldon-street to Lakemba Railway Station, a distance of 4 miles 33 chains.

The proposed line will consist of a single track with five (5) crossing loops; the ruling grade being 1 in 15 and the sharpest curve 70 feet radius.

The district to be served between Bexley and Dumbleton comprises large areas of good building land, but up to the present this has not been built upon to any material extent, and there are comparatively few houses in this section. From Dumbleton, where there is a small settlement, this extension follows the same route as the proposed line from Hurstville to Lakemba.

It is estimated that the revenue would not exceed £4,736 per annum.

The cost of operating a half-hourly service on this route, maintaining suitable train connections at Lakemba would, on a mileage basis, amount to £13,938 per annum.

The financial prospects of the proposal are as follow:—

Estimated cost of construction:—	£	£
Estimated cost of construction, exclusive of overhead wire, power, and feeders .....	46,998	
Overhead wire, power and feeders .....	22,000	
Telephones, staff apparatus, bundy recorder, waiting room, &c. ....	1,275	
		70,273
Estimated annual expenditure:—		
Interest on cost of construction (£70,273) at 5½ per cent. ....	3,865	
Working expenses .....	13,938	
		17,803
Estimated annual revenue:—		
Estimated annual revenue .....	4,736	4,736
Difference .....		£13,067



## 3

Witnesses—T. B. Cooper, 7 April, and C. A. Hodson, 2 May, 1924.

Of the two proposals the one from Hurstville to Lakemba would show the least loss and would, it is considered, be preferable to the line from Bexley, for the reason that the district between Hurstville and Dumbleton is much more thickly populated than the section between Bexley and Dumbleton.

In view of the heavy loss which would follow the construction of either of the proposed tramways, and their unsuitability for serving the public at long distances from the Metropolis, the Commissioners are unable to recommend the construction of either of them. They desire to point out, however, that the proposed tramways are located at right angles to the general direction of railway travelling. For example, the distance from Hurstville to Sydney is the same as from Lakemba to Sydney, viz., 9 miles, and a tramway of the length of 4½ miles is proposed to connect these two points; consequently the public must incur an unnecessary amount of travelling which could be avoided by the construction of an intermediate railway between the Illawarra line and the Bankstown line, commencing at Tempe and ending at Salt Pan Creek, of which a trial survey has been made, as shown on the accompanying map.

This suggested railway would intersect the proposed tramline about midway between Hurstville and Lakemba, the distance at this intersecting point being about 9 miles (the same as Hurstville and Lakemba); thus, there would be the important advantage of a more direct and quicker service, and, in addition, the area would be so served that no part of it would be at a greater distance than 1½ miles from railway communication, and so obviate the necessity for extending the tramway system.

The development of residential areas similar to what has taken place on the Hurstville and Bankstown lines could be confidently expected within a short period after the construction of the proposed railway.

The Common Seal of the  
Railway Commissioners  
for New South Wales  
was hereunto affixed the  
twenty-ninth day of  
March, one thousand nine  
hundred and twenty-  
three, in the presence  
of,—

W. JNO. MORRIS,  
Secretary."

(Seal.)  
JAMES FRASER,  
Chief Railway Commissioner.  
J. H. CANN,  
Assistant Railway Commis-  
sioner.

It is pointed out that the foregoing report was obtained in pursuance of the promise of the Minister (Mr. Ball) to a deputation which waited upon him in August, 1922, to refer the tramway proposals to the Public Works Committee.

Following on a request by the Dumbleton Tramway League in June, 1923, the Minister gave directions for a Statutory Report to be obtained from the Commissioners in regard to the Tempe-Salt Pan Railway proposal, and, as the outcome of a suggestion by the Padstow Park Railway League, received through the Parliamentary representatives, in August 1923, the Minister, accompanied by the Hon. T. J. Ley and A. Bruntnell, and Messrs. Bagnall, Arkins, and Cann, M's.L.A., went over the route of the proposed railway, when opportunity was taken by the respective branches of the Railway League at various centres to place the case for the line before the Minister. At Dumbleton the President of the Tempe-Salt Pan Creek-Southern Line Railway League (Mr. Wm. Gibson, presented a petition signed by 1,830 residents and ratepayers of Hurstville and Canterbury Municipalities, urging the construction of the line. The reasons embodied in the petition practically cover the representations made to the Minister at the various centres, and were as follow:—

1. That it will be the means of alleviating the present congested state of both the Illawarra and Bankstown lines;

2. That it will make accessible a vast amount of good suburban building land;
3. That it will bring suburbs that are now practically isolated within a reasonable distance of the train service, and facilitate closer suburban settlement.
4. That it will make the historical waters of the George's River more easily accessible to the general public;
5. That owing to the low cost of construction the revenue derived from the line will balance the expenditure and will in the near future prove to be a valuable State asset, similar to the Bankstown line;
6. That the population on the route warrants us in making this request.

In the course of his reply, the Minister stated that, having inspected the route, he did not know of any proposition around Sydney within an equal distance that could compare with the proposed line. It would better serve the district and give quicker communication with the City than would spur tramlines or a cross country tramline. There were certainly great prospects along the route for a large increase in population. The line was the suggestion of the Railway Commissioners, and, if built, he presumed it would meet the requirements of those who had been advocating a tramway. He had already taken steps to obtain a Statutory Report from the Commissioners with a view to submitting the proposal to Parliament for reference to the Public Works Committee.

In response to a request by the Bankstown Railway League that the survey be continued across Salt Pan Creek to East Hills, the Railway Commissioners were asked, by the Minister's direction, to furnish a Statutory Report embracing the through length from Tempe to East Hills, and in November last the Minister, accompanied by Mr. J. T. Lang, M.L.A., went over the route of the proposed extension. Deputations waited upon the Minister at Padstow Park, Revesby, Milperra, and East Hills, the substance of the representations made being that the district was labouring under disabilities owing to the difficulty of access. It took almost two hours to get to Sydney, a distance of 14 miles. If the railway were opened to George's River a large tourist traffic would be attracted. The progress of the district served by the Bankstown Railway, following on the construction of that line, was cited as showing what might be expected in this district if the necessary travelling facilities were afforded.

In reply, the Minister stated that the Railway Commissioners had put up the proposal to link up East Hills with the line across Salt Pan Creek, and, instead of constructing a line from Bankstown to East Hills, the suggestion was made that a line be run to a point on the George's River. The Minister promised to have the whole question referred to the Public Works Committee as soon as possible.

The necessity for the early construction of the Tempe-Salt Pan Creek Railway was urged as recently as December last by the Hurstville Municipal Council, who, in a communication addressed to the Department, state that the congestion of the traffic on the Illawarra and Bankstown lines is increasing daily and seems to be getting beyond the powers of the Commissioners to cope with.

Reference is made to the fact that the Minister, in reply to a question in Parliament by Mr. Gosling, M.L.A., on 31st October last, stated that it was his intention to ask the Committee to consider the question of the Dumbleton Tramway Extension when inquiring into the proposed Tempe-Salt Pan Railway.

Plan, &c., herewith. Further information with regard to the proposed railway, including details of estimates, will be placed before the Committee by the Railway Commissioners' Officers.

T. B. COOPER,  
Under Secretary for Public Works.

7th April, 1924.

FRIDAY, 2 MAY, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Tempe to East Hills.

Charles Austen Hodgson, Chief Traffic Manager, Department of Railways, sworn and examined:—

2. *Chairman.*] You have prepared certain statements respecting this proposal?—Yes. The following are copies of my reports to the Commissioners, dated 10th and 12th October and 18th December, 1923, on proposed railway from near Tempe to Salt Pan Creek with further extension on to East Hills:—

PROPOSED RAILWAY FROM NEAR TEMPE TO SALT PAN CREEK (report dated 10th October, 1923).

This proposal is for a single line 7 miles 25 chains in length, having a ruling grade of 1 in 100 with a short length near the Flyover connection of 1 in 40 with the traffic. The sharpest curve is 10 chains radius. The estimated cost of construction is £324,100, including power and feeders.

*Description of Route.*

The survey leaves the Illawarra line about 45 chains beyond Tempe Station, and turns in a westerly and northerly direction,



Witness—C. A. Hodgson, 2 May, 1924.

skirting old Wollongong-road and Loftus-street, and crossing Walker-street at its southern end, and Arncliffe-street between Nelson-street and Goddard-street. Here it turns to the west between Arncliffe-street and Wolli Creek, recrosses Arncliffe-street to the west of its junction with Loftus-street, and continuing in a direction somewhat south of west across Hannam-street, Heath-street, Martins-street, and the western end of Rickard-street, crosses Bardwell Creek at its junction with Wolli Creek. Turning slightly to the north of west from Bardwell Creek, it crosses Wilson-street, and following the general direction of Wolli Creek it parallels Slade and Tempe roads on their northern side, crosses Tempe-road and Kingsland-road at their intersection, and crosses the New Illawarra-road at the western end of Tempe-road. Continuing in a westerly direction to Croydon-road it crosses Staples-road just north of Elsie-street and traverses Kookooburra-street throughout the western half of its length. From Croydon-road it turns to the south-west towards Morgan-street, along the line of which it continues to the Belmore-Canarys road, which it crosses about 4 chains north of Edgbaston-road. It makes a wide sweep to the north-west crossing Arcadia-street and Penshurst-street, and crossing Broadarrow-road about 4 chains to the west of Penshurst-street; thence it turns westerly and crosses Penshurst-road about 4 chains to the north of Broadarrow-road, and converges towards the intersection of the latter road with Coleridge-street, and continuing on to Salt Pan Creek it crosses Thurlow-street, Belmore-road, William-road, and Lillian-road.

#### Object of Proposal.

This proposal has received consideration by the Commissioners in association with reports made in March last on suggested tramways from Hurstville to Dumbleton and Lakemba, and from Bexley to Dumbleton and Lakemba. In rejecting these proposals the Commissioners state that in view of the heavy loss which would follow the construction of the proposed tramways and their unsuitability for serving the public at long distances from the metropolis, they were unable to recommend the construction of either of them, and pointed out that the proposed tramways were located at right-angles to the general direction of railway travelling: for example, the distance from Hurstville to Sydney is the same as from Lakemba to Sydney, viz., 9 miles, and a tramway of a length of  $4\frac{1}{2}$  miles was proposed to connect these two points: consequently the public would incur an unnecessary amount of travelling, which could be avoided by the construction of an intermediate railway between the Illawarra line and the Bankstown line, commencing at Tempe and ending at Salt Pan Creek, of which a trial survey has been made. It was further stated by the Commissioners that this suggested railway would intersect the proposed tram line about midway between Hurstville and Lakemba, the distance at this intersecting point being about 9 miles (the same as Hurstville and Lakemba); thus, there would be the important advantage of a more direct and quicker service and in addition the area would be so served that no part of it could be at a greater distance than  $1\frac{1}{2}$  miles from railway communication, and so obviate the necessity for extending the tramway system. The Commissioners concluded their report by stating that the development of residential areas similar to what has taken place on the Hurstville and Bankstown lines could be confidently expected within a short period after the construction of the proposed railway.

#### Estimate of Earnings and Working Expenses.

The results of working of the Sydenham-Bankstown line afford a very good guide as to the probable revenue of the proposed line from Tempe to Salt Pan Creek. The figures relating to the former are given below. Its capital cost stands at £698,371.

Year ended December	Interest charge.	Cost of Working.	Total Cost.	Total Revenue.	Profit.
	£	£	£	£	£
1920 ...	24,711	74,563	99,274	134,098	34,824
1921 ...	31,965	92,275	124,240	157,620	33,380
1922 ...	35,362	102,744	138,106	171,128	33,022

The earnings from goods traffic represent only 5 per cent. of the total, the balance being coaching and passenger revenue.

I think it would be reasonable to credit the proposed line with earning a third of the amount realised from the Sydenham-Bankstown section, and also debiting one-third of the working cost, plus interest, and if this view be accepted the financial position would be as under—

	£	£
Estimated cost of construction, including power and feeders .....		324,100
Interest on above at $5\frac{1}{2}$ per cent. ....	17,826	
Working expenses .....	34,248	
		52,074
Estimated revenue .....		57,043
Profit .....	£4,969	

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#### SUGGESTED EXTENSION OF THE PROPOSED TEMPE-SALT PAN CREEK LINE ACROSS THE CREEK TO EAST HILLS (report dated 12th October, 1923).

With reference to the enclosed papers, I have to refer to my report of the 10th instant on the proposal to construct a line from Tempe to Salt Pan Creek. It is now suggested to make East Hills the objective, the distance being 3 miles 58 chains beyond Salt Pan Creek. If this were done it would render unnecessary the construction of the line from Bankstown to East Hills, which was passed by the Public Works Committee in August, 1921. I therefore recommend:—

- (1) That a survey and estimate be prepared for the additional length of 3 miles 58 chains from Salt Pan Creek to East Hills.
- (2) That owing to the altered conditions in regard to the later proposal from Tempe to Salt Pan Creek, with an ultimate extension to East Hills, the line previously recommended from Bankstown to East Hills (4 miles 18 chains) be eliminated in favour of an extension from Bankstown to George's River ( $3\frac{1}{2}$  miles), and that an estimate of the cost for same be furnished. The necessary survey information is available for this purpose.

The carrying out of these amended proposals would result in a very good division of the country, and would be in the best interests of existing and prospective settlement and judging from the results of the working of the Bankstown line there is every justification for the comparatively small expenditure involved in its extension as now recommended. The construction of a punt on George's River at the destination point of the line would develop a large area of land on the opposite side of the river, and although only  $3\frac{1}{2}$  miles of railway construction would be needed, there would be much more than a corresponding saving in road distances to Bankstown, owing to the circuitous route which has now to be taken by the residents to reach that station by road.

#### TEMPE-EAST HILLS PROPOSED ELECTRIC RAILWAY (report dated 18th December, 1923).

With reference to the enclosed papers in which a request has been made to supply an amended financial statement to include the proposed extension from Salt Pan Creek to East Hills, I have to report that by recent survey this extra length increases the distance 3 miles 58 chains, and the total length of construction now proposed is 11 miles 3 chains. The estimated cost, including power and feeders is £422,836. The financial position is now submitted as follows:—

	£	£
Estimated cost of construction, including power and feeders .....		422,836
Interest at $5\frac{1}{2}$ per cent. on above .....	23,257	
Working expenses .....	41,098	
		64,355
Estimated revenue .....		68,451
Difference (profit) .....		£4,096

Since these proposals were made the matter has been gone into more closely, especially in view of the electrification of the Bankstown-Illawarra line, and I have made a recommendation to the Commissioners that the new proposed line from Tempe to Salt Pan Creek should not be a single line the whole of the way. I have made a recommendation that the bulk of the suburban traffic will be gathered within 4 miles of Tempe. The proper course would be to have a double line from Tempe to a point on the Belmore road 4 miles out from Tempe, and then a single line on through to Salt Pan Creek. That naturally increases the cost, but does not double it because a double line does not cost twice as much as a single one. In view of the density of traffic, which means a more frequent service of trains, it is, when working electrically, much cheaper to work a number of light trains than a few heavy ones. It would be unwise on that section of 4 miles to work the traffic with a single line. I have therefore added to my reports the following footnote:—

Assuming that the proposed line is made a double one for the first 4 miles, the estimated cost would be increased by £70,164, and the financial position would then be as under:—

Estimated cost of construction, including power and feeders .....	£493,000
Interest at $5\frac{1}{2}$ per cent. on above .....	£27,115
Working expenses .....	41,098
	68,213
Estimated annual revenue .....	68,451
Difference (Profit) .....	£238

That is the scheme I would recommend—a double line 4 miles out and the single line further on.



Witnesses— C. A. Hodgson, 2 May, and W. H. Nupier, 8 May, 1924.

3. *Mr. Travers.*] Do you look upon the construction of this line as rendering unnecessary any further tramway extension for some time to come?—Absolutely.

4. With these two lines it would be unnecessary to extend certain tramways in the district to facilitate settlement?—That is a matter of policy. It is very doubtful whether the tramlines would pay. A railway put through a district like that would enable the residents to obtain reasonably cheap travel to their work. On the railways they can obtain weekly or other periodical tickets at a very low rate; on the tramways they must pay fares for each journey. Tram travelling is the more expensive to the constant traveller. For opening up a residential area like that, the railway is manifestly better for the people than the tramway.

5. Will the construction of the railway affect existing revenues?—It will probably affect the tramways, but there will always be a certain flow of local traffic to Arncliffe and Rockdale.

6. *Mr. Doe.*] In arriving at the probable revenue you have taken into consideration prospective settlement?—Yes, but this estimate is not the estimate of the traffic I anticipate we shall get in ten years. The line is likely to be more profitable then. The experience of Bankstown line shows that.

7. Will the construction of this line assist the electrification of the other lines proposed?—No.

THURSDAY, 8 MAY, 1924.

Present—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Tempe to East Hills.

William Henry Nupier, accountant, Belmore-road, Penshurst, sworn and examined:—

8. *Chairman.*] We shall be glad to hear your evidence?—I am hon. secretary of the Tempe-East Hills Grand Council Railway League. I have statistical information

obtained principally from the Town Clerks of the municipalities and manufacturing firms along the route of the proposed railway. The area dealt with in the following table embraces a mile on either side of the proposed line:—

STATISTICAL RECORD of Tempe to East Hills Railway Proposal.

						Prospective capacity of dwellings and population taking six houses to the acre and four persons to each dwelling as a fair average.	
Centre.	Area.	Present Dwellings.	Present Population.	Public School. No. of Pupils enrolled.	Remarks.	Dwellings.	Population.
Bardwell Park .....	acres. 370	530	2,200	Earlwood, 350 ...	Classed as residential property ..... The whole of these (3) centres are classed as residential properties and contain one of the largest nurseries in the State, and known as Messrs. Ferguson and Sons, Ltd. (inward and outward freight), amounting to £550 to £600 per annum exclusive of consignments from nursery, which is very considerable. Messrs. Mashman Bros. (pottery) Manufacturers of pipes, tiles, &c., who have a fair output and employ a number of hands. Punchbowl Brick and Tile Co., Ltd., situate approximately ½ mile from proposed route, (letter quoted). Peakhurst possesses a water frontage of about 5 miles to Salt Pan Creek.	2,220	8,890
Kingsgrove .....	*960	300	1,200	Kingsgrove, 193		32,640	130,560
Dumbleton .....	*2,380	552	2,208	Dumbleton, 481			
Peakhurst .....	*2,100	556	2,224	Peakhurst, 323		13,500	54,000
Canterbury Boun- dary.	2,250	500	2,000	Attend on Can- terbury side.			
Total .....	8,060	2,438	9,832	1,347		48,360	193,440
East Hills† .....	6,400	578	2,860	351	Water frontage to George's River and Salt Pan Creek about 12 miles. Poultry, market, dairying, and pig farming are carrying on in fairly large proportions over the whole area of the proposal.	38,400	153,000
Grand summary	14,460	3,016	12,692	1,698		86,760	346,440

\* Total, 5,540 acres.

† 10 sq. miles.

Canterbury Municipality extends through the northern boundary of Wollie Creek from Earlwood to Salt Pan Creek and is approximately 4½ miles in extent. Has an area which will be served by the proposal of 2,250 acres, 500 dwellings, and 2,000 population. (Dwelling Population capacity 13,500=54,000 population.)



Witnesses—W. H. Nupier and W. J. Gibson, 8 May, 1924.

I also desire to submit the following letter to me, which speaks for itself:—

Punchbowl Brick and Tile Co. Ltd.

Bonds-road, Punchbowl,

Dear Sir,

26 March, 1924.

In answer to your letter of the 18th, I have much pleasure in submitting the following information:—

Railway freights paid to Commissioners for goods consigned to Punchbowl as follows:—

	£	s.	d.
March to December, 1921 (10 months) .....	693	0	0
January to December, 1922.....	795	0	0
" " 1923.....	785	0	0

Outward freight would amount to about £50 for the period.

The total number employed here at present is 53, for a turnover of 160,000 bricks per week, an increase of over 100 per cent. the last twelve months.

Developmental work is now being carried on to increase the output to 300,000, to cope with the ever-growing trade from Hurstville, Bexley, Peakhurst district.

Six months ago the amount of work secured from this area was negligible; now we are doing from 60,000 to 80,000 a week, and there is every indication of a very rapid increase.

It is our opinion that should a railway be erected from Tempe to Salt Pan it will quickly pay for itself, and within a year or so be a good paying proposition as the present Bankstown line.

It will also relieve the present congestion in the goods traffic on the Bankstown line, an example of which we had about four months since, when we had to wait for a week before we could get coal consigned to Punchbowl owing to the siding being full.

Yours faithfully,

J. M. ALLOTT.

9. The greater portion of the area with which you are dealing is good building land?—Yes. Peakhurst has a water frontage of about 5 miles to Salt Pan Creek. The figures I have given as to population, dwellings, and school enrolment are correct, but since they were compiled there has been a rapid increase in all the areas mentioned. Consequently there is every justification for believing that the figures given will be more than doubled within the next few years. Indeed, before the railway is completed, provided it is recommended at the present time.

10. Do you think there will be development as rapid as that which took place in consequence of the construction of the Bankstown line?—I think it will be more rapid. The place has been in isolation, and owing to its quality and advantages the moment it is opened it will be quickly developed.

11. *Mr. Travers.*] Do you think the construction of the line will serve the whole of the country between the Illawarra line and the Bankstown line?—Yes.

12. Do you think the line would do away with the necessity for future tramway extensions?—I am sure it will. The railway will particularly serve the Dumbleton and Hurstville districts.

13. Would the whole of the good country not fully used be of easy access to this line?—Yes, with the exception of the Bardwell Park country.

14. *Mr. Drummond.*] Would this line serve the country better than the suggested tramways?—Yes; a railway would more quickly induce settlement. If tramways were built people would have to use both tram and railway to get to the city.

15. What would be the average distance they would have to walk to the railway if this line were constructed?—From next to the line to one mile distant. Rapid transport is necessary for those working in the city. There are good motor services at present, but they are expensive.

16. *Mr. Doe.*] In addition to the actual cost of the line a considerable area of land would have to be resumed. Have you any idea of the value of the land?—About Dumbleton the land is pretty cheap; higher prices have been asked for recent subdivisions, but I do not take those prices as the actual value.

17. Do you know much about George's River as a holiday resort?—It is regarded as a very fine holiday resort with big possibilities. There is fishing, boating, swimming, and fine scenery, and if it were made accessible by means of a railway it would become very popular.

18. Are there any large estates which have not yet been subdivided?—Yes, one of the largest has an area of 370 acres. It is owned by T. M. Burke. It is near Dumbleton. I understand that the proposed line will run through that property.

19. *Mr. Mahony.*] Do the motor buses carry the people to Sydney?—No, they connect with the railway. They ply from Lakemba to Hurstville and from Peakhurst to Hurstville.

William John Gibson, retired business man, Sir Joseph Banks street, Bankstown, sworn and examined:—

20. *Mr. Burke.*] I assume you are in favour of the construction of this line?—Yes, we consider the line is absolutely imperative for the advancement of the district. At present the people living between the Illawarra and the Bankstown lines have too far to travel to a railway station, and for that reason the land is not more thickly populated. I live on the west side of Salt Pan Creek. Bankstown railway station is a little over 2 miles away from the proposed railway and it is under 2 miles to the Creek on the south. Motor buses run, but the fares are too high and workmen cannot afford to pay bus fares in addition to their weekly tickets on the railway. The proposed line would meet all requirements. It would do away with the necessity to extend the Bexley tram. If a tramway were built from Lakemba to Hurstville there would be double fares to pay and there would be scrambling for seats. The railway would give quicker and cheaper transport. I have lived in the district for 25 years and have watched its progress. According to the official estimate the revenue will exceed the expenditure by £4,096. When the Bankstown railway was built in 1907 the population was 1,500, and now in consequence of the line being built it is 16,000. Land round Bankstown station was offered to me at £12 an acre, and the other day £65 per foot was refused for a choice block. Any land near the north or south terraces or anywhere close to the station is worth about £40 a foot. The Bankstown line has paid from the start, although the country was chiefly scrub land where the line was constructed. There was only one house there then. The new public school has 1,400 children attending it. When the railway came to Bankstown there were three schools, namely, on the Potts Hill pipe line, on the Liverpool Road, and at East Hills. Now, exclusive of the convent school, there are seven schools and the attendance is 2,500. The attendance when the railway was started was 150. The whole of the land is good building land. There are market gardens scattered about. It was originally orchard country, but since water has been made available market gardens have sprung up. All that shows the quality of the land. The railway will be a greater success than the Bankstown line because with the exception of a very small area the whole of the territory is good building land. There are no big estates, the largest privately-owned estate of which I know is Padstow Park, which has about 60 or 70 acres. The rest of the country is small estates of from 10 to 5 acres and smaller. From Tower-street, East Hills, to the park there is a big estate which is all cut up into small lots, and the only thing that keeps it from being sold is the distance from a railway.

21. Have you noticed any increase in land values of late?—They are slowly increasing. The valuations of the Valuer-General have practically doubled the rates of many cottages. The valuation placed on good land on top of the hills is about £75 an acre.

22. Do you think that if the railway were constructed small working people would settle on that area?—As soon as the railway comes along the land will be cut up into small lots.

23. The valuations referred to by you are those of the Valuer-General and not of land-jobbers?—That is so. The area of the municipality of Bankstown is 29½ square miles. The area in the Bankstown municipality which



Witnesses—W. J. Gibson, J. H. Bawn, and G. Williams, 8 May, 1924.

would be served by this railway is 11 square miles; practically the whole of the south ward will be served by the railway except a part below the soldier settlement and down to the river. The distance from Bankstown to the soldier settlement is a little over 3 miles. It would be a shorter distance for the settlers to go to a station on the proposed new line than to Bankstown, because it would be about a mile from the settlement. The soldiers hoped for a station on the Bankstown-George's River line, and I think that would be the best line for that settlement. The East Hills line would serve the whole of the country lying in what may be called the Salt Pan Creek bend with the exception of a small portion beyond the soldiers' settlement. I understand that all the land on the Holdsworth side of the creek has been resumed by the Federal authorities for defence purposes. If the proposed line were carried to Holdsworth and extended to Liverpool there would be a through line each way to Sydney. Another possibility is the removal of the military barracks from Paddington to Holdsworth; if that were done the proposed line would be of still greater value. At any rate if the line is built there will be a bigger population settlement than there has been at Bankstown because, in addition to the excellent character of the country, there is the attraction of George's River. There are baths and a jetty at the river and the river is navigable, and Salt Pan Creek is also for half of its length navigable. The river has big possibilities. It is a wide stream at that point, over one hundred yards wide, and the water is deep. At present it is not used much because the people cannot get to it. There is a good motor service from Bankstown to East Hills, but on Sundays and holidays the buses cannot cope with the traffic. If the line were built and the Tourist Bureau cared to take the matter up a very fine round tourist trip could be organised by way of Como. In the George's River basin there is beautiful scenery, and at that part of the river that will be affected by the proposed line there is good fishing.

24. *Mr. Mahony.*] Would the proposed line do away with the necessity of suggested line from Bankstown to East Hills?—Yes, that line was only to be a single line which would not be much used.

25. Would it also do away with the necessity for the proposed tramway?—Yes, there would be no necessity for trams in any part of the route if the railway were built.

Joseph Henry Bawn, master butcher, Stony Creek road, Bexley, sworn and examined:—

26. *Mr. Travers.*] You desire to give evidence in favour of the proposed line?—Yes. The line would relieve congestion in densely populated centres. It would open up cheap land in healthy surroundings. It would relieve the present and anticipated traffic congestion on the Illawarra and Bankstown lines. It would provide facilities for good suburban settlement and for the establishment of industries. It would make the George's River accessible for residential and possibly for industrial purposes. It would help to provide transit facilities for the future greater population of Sydney. It would provide facilities for a population of about 180,000 people. The present population is about 8,500. The big centres on the Illawarra and Bankstown lines are rapidly reaching saturation point and a new line opening up new opportunities for building and settlement is absolutely necessary to prevent congestion.

27. Is there much settlement in the Tempe and Dumbleton districts on the country within 1 mile of each side of the proposed line?—Settlement is very sparse at present owing to the want of transit facilities.

28. How far in the direction of the proposed line does the Illawarra line serve settlement?—The distance varies. Where I live in Bexley the influence of the existing line is rather more than a mile because of the feeder tramway, but generally the distance is 1 mile.

29. Does the country which would come within the influence of the proposed line lend itself to residential development as well as the Bankstown country?—It is much better. It is not so rugged excepting in the Bardwell Park area, but even there there is some good building land.

30. Do you know anything of the land values in the district which will be affected?—I have a piece of land a quarter of a mile from the proposed route. The Valuer General's Department valued it at last valuation at £200. The area is not quite 2 acres. It is a specially good piece of land. Where the railway would go the land is inferior to that and the valuation would probably be £50 an acre. Land was sold on the Canterbury side fairly close to the Earlwood tram and other land near the creek close to where the railway will go at 12s. 6d. a foot.

31. Is there much building going on?—Within the influence of the Bexley tram and buses, but further out very little.

32. Would you expect as much settlement as on the Bankstown and Illawarra lines?—Quite as much if not better. The Alston Park estate has been subdivided for thirty years but it has not been built on. It is good land, and the only reason why it is idle is that there are no transport facilities.

33. Do you think the construction of the proposed line would render unnecessary the two proposed tramlines?—Under conditions which would exist for the next ten years they would be unnecessary.

34. You spoke of establishing industries?—An old cotton spinner told me the country is admirably adapted for textile industries.

35. Are there any industries within easy access of the existing lines?—None of any extent.

36. Why do you think they would be started if the line were built?—It is necessary for industries to start somewhere, and the railway would afford facilities in this district. The price of the land compared with suburban lands generally is low.

37. *Mr. Doe.*] You said that Alston Park, immediately between Bexley and the proposed line, had not been settled on?—That is so.

38. Seeing that it extends right up to the Bexley tramline why has it not been settled on?—It is not accessible. It involves a journey of 7 miles occupying an hour to get to Sydney. That has prevented settlement.

39. Would it become accessible if the proposed line were built?—Yes, it is excellent for building being a gentle slope. It was subdivided for sale purposes thirty years ago, when a railway was mooted.]

George Williams, market gardener, Trafalgar-street, Peakhurst, sworn and examined:—

40. *Mr. Doe.*] You desire to give evidence in support of this proposal?—Yes. At present the country is practically isolated. It is difficult for the people to get to and from their work in the city. I am speaking of the land from Canary-road, Dumbleton, to East Hills. The whole of that country is admirably adapted for closer settlement, being as it is gently undulating, naturally well drained, high and healthy, fertile and not broken by rocks. There are a number of small blocks at Herne Bay. That land was subdivided a little while ago. The blocks were required by men working in the city who are at present paying high rents in congested areas because of the inconvenience of transport to and from Herne Bay. If the railway were constructed they would immediately build out there. In my family there are four who have to go to Sydney. The distance is 3 miles. The bus fare is in the aggregate 8s. 6d. a week. Much time is lost in travelling to say nothing of the inconvenience of rising early in order to get to the station. That is true of all the district. There are a great many people who feel so discontented in consequence



Witnesses—G. Williams, 8 May, W. I. Donald and F. G. Apsey, 9 May, 1924.

of the cost of the bus fares and the inconvenience of travel that they are seriously considering moving closer in to the city. That is a pity because we all like to look to our children's welfare. We would like to give them the open space but they have to be educated and trained to a trade or a business. Living where we do we are greatly handicapped. I am certain from my knowledge of that country that a railway will bring the whole of the place so close to Sydney that it will be as thickly populated as the country on the Hurstville and Illawarra lines. The distance to East Hills would be shorter than to Sutherland, yet I know a number of working-men who are travelling day and night to and from Sutherland. The railway would bring the whole of the country within easy distance for working-men.

41. Would you consider that the resumption of land necessary for the line would be an expensive job?—In the Peakhurst district the latest valuations by the Valuer-General run to £100 an acre. Four years ago the unimproved capital value was £70 an acre.

42. What sized blocks do they have there now?—The farming blocks range from 3 to 5 acres. If the railway were constructed the land would quickly lose its productive value and become residential. The average number of blocks would be four to the acre. At present prices land could be subdivided and sold at 27s. to 30s. a foot. That will bring the land within the reach of the great majority of working-men. I have a close personal experience of George's River. It has many attractions. Notwithstanding that the present means of access to the river are bad, it is becoming a great centre of holiday traffic. On holidays the river is covered with boating parties, there is magnificent scenery and good fishing. If the railway were constructed to that point very large numbers of holiday makers and week-enders would be drawn there. I would like to say that residents south of the proposed line and in the bend east of Salt Pan Creek cannot use the Illawarra line because of the difficult country to be traversed. They would all avail themselves of the proposed line.<sup>1</sup>

FRIDAY, 9 MAY, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Tempe to East Hills.

William Irvine Donald, Edmond-street, Hurstville, town clerk of Hurstville, sworn, and examined:—

43. *Chairman.*] Is the municipality of Hurstville affected by the proposal to build this line?—Yes, the proposed line will traverse a great portion of the municipality; from the eastern boundary of Sharp-street to the western boundary of Salt Pan Creek. The municipality goes north to Broad Arrow road, which is the boundary between Hurstville and Canterbury.

44. A considerable part of Hurstville municipality is already served by the South Coast line?—Yes, from a point above Carlton Station to George's River at Como.

45. Where is the greater part of the population of Hurstville now resident?—Close to the Illawarra line, around the stations, Hurstville, Bexley, Mortdale, and Oakley.

46. How far south between the proposed line and the South Coast line, from your eastern to western boundary, would the proposed line draw traffic?—From Broad Arrow road to Salt Pan Creek it could serve anything up to 2 miles south. The population there now use the Penshurst station, which is between 4 and 5 miles away at the western point.

47. Have you any figures showing how many people in your municipality now using the South Coast line would most probably use the new line?—No. We have a population of 17,938 in the municipality. North, within 50 chains of the proposed line there are 4,432 people. The population of Dumbleton is 2,208 and of Peakhurst 2,224. From our eastern boundary, Sharp-street, to the western boundary, Salt Pan Creek, allowing only 50 chains on each side of the proposed line, there would be an area of  $4\frac{1}{2}$  square miles or 3,000 acres, the whole of which is suitable for residential purposes. Allowing 5,600 square feet for each allotment, and making due allowance for roads and streets, there would be 19,500 building sites. That, allowing four people to each house, would accommodate 80,000. Those figures relate only to Hurstville municipality, and do not take in Canterbury, as nearly the whole of the land from Sharp-street to Salt Pan Creek has practically been subdivided and sold. An exception is one large estate known as Moorefield, which is under subdivision and is on the market for sale. Its area is 360 acres, and it has been subdivided into 1,382 allotments in our municipality, but the estate also goes into the Canterbury municipality.

48. Do those subdivisions, apart from the Moorefield estate, stand on your books as separate assessments?—Yes. There are about a dozen estates about 5 or 10 acres each going towards Salt Pan Creek which could be resubdivided.

49. *Mr. Doe.*] You have had the Valuer-General in your district?—Yes.

50. Is the value of the land such as would induce working-men to take up areas and make homes?—Yes. From Sharp-street right through to Salt Pan the average value is about £75 an acre. The building blocks range from 20s. up to, for very choice blocks, 60s. a foot.

51. I suppose from the working-man's point of view there would be no better proposition if that line were built?—It is splendid land in a fine locality and there would be quick and easy access to the city.

52. The line would run through private property practically the whole way from Tempe to East Hills?—Yes.

53. The cost of resumption would be a fairly big item?—I do not think so. The value of the land at present averages £75 an acre. The Government has a right to resume at 10 per cent. on the Valuer-General's valuations. The cost of resumption would not be great.

Frederick Griffiths Apsey, poultry-farmer, Belmore-road, Peakhurst, sworn, and examined:—

54. *Mr. Mahoney.*] You desire to offer evidence on this question?—Yes. I am a member of the Grand Council, and President of the Peakhurst Railway League. We are in favour of the construction of this line. We think it will be of value to the city. We would like the line approximately centrally situated between all the existing municipalities, particularly as far as Peakhurst. It would throw open not less than 30 square miles of territory for suburban residential purposes, for which the country is equal to anything in the county of Cumberland. Indeed, the only other site with equal recommendations is Carlingford Heights. The new line would greatly relieve existing railway congestion. It would make accessible to the general public the waters of George's River. At present those living in the central districts who desire to get to George's River have to take a bus to a railway station, and the train to Bankstown, and then another bus for 3 or 4 miles to the river. The portion of George's River that the line would traverse is the finest



Witnesses— F. G. Apsey and G. E. Fortescue, 9 May, 1924.

to for recreation purposes in the county of Cumberland. There are beautiful bathing places. The land right down to the river is practically flat. I am excluding of course the rocky land on the left. The line would induce an immense tourist traffic. The country which would be served would accommodate 304,000, reckoning four houses to the acre. There is none which cannot be built on. Peakhurst is a very pretty little area. It is bounded on the west by Salt Pan Creek, on the south by George's River and Lime Kiln Bay to a point at Norman-street, then southwards to Queensbury-road, and then to Broad Arrow road. Then I take 700 acres, approximately 1 mile, from our boundary north of the proposed line. Salt Pan Creek is navigable for pulling boats at low tide for a mile and a quarter and for launches for 1 mile. At present there are six boatsheds, and at week-ends a considerable number of persons hire boats for fishing and rowing on the river. Lugarno is the prettiest spot on the river. The whole area is 3,004 acres, on which all but about 20 acres can be built on. The soil is exceptionally good, and superior to that on the Bankstown line. The only industries we have are market-gardening, poultry-farming, nurseries, and dairying. There is a brickworks in the municipality of Canterbury. In Punchbowl we have a school with 297 pupils on the roll. Our population is 2,124. Some children living on the eastern side of Peakhurst go to the Dumbleton school. Peakhurst school was built in 1876. We are still only a village, solely because we have no railway communication. Working-men come to our district, but do not remain there long because of the difficulty of getting to the city. Salt Pan Creek is only  $11\frac{1}{2}$  miles distant from Sydney, but to get to the railway many have to walk some distance and then take the bus for some distance. The buses are overcrowded, and the railway congestion is abnormal. The construction of the proposed line would remedy all that. The railway figures in the possession of this Committee show phenomenal advance in traffic since 1913 right throughout this district.

55. When your Council considered this proposal did it take the view that if the railway line were built no extra tramline in the district would be required?—Yes.

56. Did it consider that the railway line would meet all requirements?—Yes, absolutely. This line would satisfy all the requirements of the district.

57. Do you think this line would be as successful as the Bankstown line has been? Considering that our district is superior from a scenic and an agricultural point of view, and is closer to the river, we have a distinct advantage over the other line.

58. Would the line serve that portion of your district bounded by Salt Pan and the southern portion of Peakhurst?—It would. The line would cut in halves the distance to Penshurst. Those living in that locality would use the new line. Holiday makers would use it.

59. Would Bardwell Park Estate be accessible to the line?—That estate is the rocky part of the line, but that would be a very small portion of the territory served. There is approximately 1 mile.

60. How do the people living in Dumbleton and Peakhurst get to the city?—Take my case. I walk a mile and a quarter to Forest-road, Peakhurst. I there get a bus and go 2 miles to Penshurst. The bus fare is 4d. Two-thirds of the people in that locality are similarly situated.

61. You heard the Council Clerk's evidence as to land values?—I think his figures are excessive. There is no land round my place which is valued at more than £65 an acre.

62. *Mr. Travers.*] You referred to a territory of 30 miles that would be served. What maximum distance on each side of the line have you taken as being within the traffic influence of the line?—About a mile and a quarter on each side.

63. What do you consider to be the traffic influence of the two existing lines?—About a mile and a quarter.

64. Would you expect to get traffic on this line from Dumbleton and George's River?—We would get at least half because the line would be nearer to half the people.

65. Would not a railway extension from Bankstown to George's River adequately serve George's River?—There would be a large traffic for the proposed line.

George Edward Fortescue, West Dotany-street, Arncliffe, retired builder, Mayor of Rockdale, sworn and examined:—

66. *Mr. Doe.*] You propose to give evidence respecting the prospects of the proposed line as far as Salt Pan Creek?—The only part affected in our municipality is 370 acres. We do not consider that the first part of the line would benefit us, as that country is already served from Arncliffe station. Of course there must be a starting-point, and I think the proposed route is the best.

67. How far would that 370 acres be from the existing South Coast line?—Roughly about a mile and a quarter from the outer edge. I know the country well. There would be very little engineering difficulty, there being only one small hill to surmount.

68. Would the people on that rocky elevation, Bardwell Park, be able to get down to the proposed line?—There would be no trouble at all. There are tracks and streets leading down to it and they could be made trafficable.

69. Would the municipality help to make them trafficable?—I am sure it would.

70. Are land values higher in Rockdale than at Salt Pan?—No, so far as the 370 acres is concerned, as that land being so far from the railway the value is low.

71. Has the whole area of which you speak been subdivided?—Only the Bardwell Heights. Immediately along the creek it is held by small farmers in areas not exceeding 10 or 12 acres. Taking six houses to the acre you would get 2,200 houses and multiplying that by four persons to each house you would get 8,800 persons on the area. Working-men would have a chance of getting homes because the land values are low.

72. Do you agree that if the line from Tempe to East Hills were constructed, it would do away with the necessity for the proposed trams—Lakemba—Hurstville—extension to the Bexley line and so on?—I do not say it will do away with them. If we could get through from Campsie to Brighton-le Sands, that tramway would at once be a feeder to the line. There is Lady Robinson's Beach, which is second to none in the Commonwealth. That is the only paying tramline outside the city.

73. You think that though this line were built, the necessity for cross-country tramlines would still exist?—Yes, the cross-country tramlines would be feeders for the railway lines, and would also give access to the beaches.



THURSDAY, 22 MAY, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee further considered the expediency of constructing a line of Railway from Tempe to East Hills.

John Job Crew Bradfield, Chief Engineer, Metropolitan Railway Construction and Sydney Harbour Bridge, sworn, and examined:—

74. *Chairman.*] You have some evidence to give concerning the proposed Tempe to East Hills Railway?—Yes.

TEMPE TO EAST HILLS PARK RAILWAY.  
30 April, 1924.

The line proposed leaves the Illawarra line by flyover crossing on the south side of Cook's River about 45 chains beyond Tempe Station—turning in a westerly and northerly direction and crossing Walker-street and Water-street south of Arncliffe-street. After crossing Water-street it turns again to the west, crosses Arncliffe-street and continuing in a westerly direction crosses Bardwell Creek at its junction with Wolli Creek, then turns slightly to the north and following the general direction of Wolli Creek it parallels Darley, Slade, and Tempe roads on their north side, crosses Kingsland-road and the New Illawarra road at their intersections with Tempe-road and continues in a westerly direction to Croydon-road which it crosses at its intersection with Kookooburra-street. Turning to the south-west from Croydon-road, it crosses the Belmore-Canary's road

about 4 chains north of Edgbaston-road where it turns to the north-west, crosses Broad Arrow road between Penshurst and Mercury streets, and then turning westerly it recrosses Broad Arrow road at its intersection with Coleridge-street, cuts William and Lillian roads and crosses Salt Pan Creek at a point about 3 chains south of Bridge-street.

Pursuing a general westerly course it crosses Davies-road near Bridge-street, Cahors-road near its intersection with Banks-street, Orient, and Arab roads near their intersection with each other, Reilly Creek and the River road near Linda-street, and turning in a south-westerly direction it traverses East Hills Estate, crossing Weston-street and Tower-street, and cuts Lucas-road about 6 chains south of Tower-street. Proceeding in the same direction for about 30 chains it turns southerly and parallels Park-road on its western side to the terminus at East Hills Park. The proposed line consists of 4 miles of double track and 6 miles 58 chains of single track, the minimum curve being 10 chains radius, and the ruling grade 1 in 60 with a short length of 1 in 40 with the traffic.

Ten stations have been provided, four being in double and the remainder in single track, the terminal station having bifurcated tracks, also two intermediate single line stations.

The total track mileage is 15 miles 7 chains.

STATEMENT showing the estimated cost of a line of railway having a route mileage of 10 miles 58 chains, the first 4 miles of line to be double track, and the remainder, 6 miles 58 chains, single track. The total equivalent length of single track, including bifurcation at three single line stations, is 15 miles 7 chains. Flyover connection to main line to be provided. There will be ten stations, four of these being on the double track, with island platforms, and six on single line, including terminal station at East Hills Park. 80-lb. rail to be used, and track stone ballasted. Ruling grade, 1 in 60. Minimum curve of 10 chain radius. Electric overhead construction and automatic signalling included. Standard wage for navvy, 15s. 2d. per day:—

Item.	Description of Work.	Estimated Cost.	Summary.	Average Rate per Mile.
		£ s. d.	£ s. d.	£ s. d.
1	Earthworks.....	91,900 0 0	.....	8,569 0 0
2	Culverts .....	5,000 0 0	.....	466 0 0
3	Road diversions, fencing, and clearing .....	19,042 0 0	.....	1,775 0 0
4	Overbridges.....	13,500 0 0	.....	1,259 0 0
5	Bridge over Bardwell Creek, bridges over Salt Pan Creek and River-road.....	9,468 0 0	.....	883 0 0
6	Flyover crossing .....	4,185 0 0	.....	390 0 0
7	Per.-way material (80-lb. rails, at £12 per ton) .....	29,043 0 0	.....	2,708 0 0
8	Freight .....	£1,066 0 0		
9	Platelaying, at 2s. 3d. per yard.....	2,987 0 0		
10	Ballasting, at 15s. per yard .....	19,916 0 0		
11	Sleepers, at 7s. 6d. each .....	13,343 0 0		
12	Points and crossings.....	858 0 0		
		38,270 0 0		3,568 0 0
13	Station buildings, &c. ....	.....	210,408 0 0	19,618 0 0
14	Gradient and mile posts .....	.....	15,500 0 0	1,446 0 0
15	Telegraphs .....	.....	165 0 0	15 0 0
			858 0 0	80 0 0
16	Engineering and contingencies, 18 per cent. ....	.....	226,931 0 0	21,159 0 0
			40,848 0 0	3,809 0 0
17	Overhead electrical construction .....	.....	267,779 0 0	24,968 0 0
18	Rail bonding and signalling.....	.....	40,480 0 0	3,774 0 0
			24,790 0 0	2,312 0 0
19	Power and feeders.....	.....	333,049 0 0	31,054 0 0
			160,000 0 0	14,918 0 0
	Total estimated cost of line .....	.....	493,049 0 0	45,972 0 0

75. *Mr. Travers.*] I take it that the estimate of working expenses included in Mr. Hodgson's report is based upon an electric railway?—Yes.

76. Is a grade of 1 in 60 necessary for an electric railway if it is very difficult or expensive to get it?—No, but it is not very difficult to get it here; in fact we could get a flatter grade with very small additional cost.

77. What is the recognised standard grade for on electric railway?—We generally try to work to 1 in 40.

78. Could you tell us when it is proposed to electrify the existing Bankstown to Sydney line?—We are at present

electrifying the Illawarra line, which is expected to be in operation some time next year, and the next line to be electrified is the Bankstown line.

79. *Mr. Doe.*] When you speak of a grade of 1 in 40 with the traffic, does that infer that the traffic is towards the city?—No, I mean it is a grade of 1 in 40 down hill with the traffic. The other line will be 1 in 60.

80. *Chairman.*] Have you considered the value of having a complete system of electrified lines and do you think that it exercises a great influence over the probable cost of running if the line terminates at a certain spot instead of



making a circuit?—In the scheme of railways laid out, the City Railway, the Eastern suburbs and the Western suburbs railways and the North Shore line, all are in the main circular railways. The trains run round the circle and when you are on the wings of the loop you get a double service practically. It is much more convenient and should be cheaper because there is no idle time in shunting.

81. I suppose where you want a swift service it is an advantage to have your trains running practically all one way on the same set of lines; that is to say, it would simplify the question of signal and control arrangements where you have the line practically circular?—Yes, and that has been arranged in all the systems which have been laid out. Saltpan Creek is a terminal railway at present, but I sup-

Witnesses—J. J. C. Bradfield, 22 May, and T. Raw, 14 July, 1924.

pose it could be taken on and joined to some other place if it were thought necessary. On a line like that you could easily run twenty trains an hour, but with a single line you could easily arrange for ten trains an hour each way, and I should think that would serve the East Hills district for a good many years to come.

82. Mr. Travers.] Take any 10 miles of line you like, what would be the saving in time under electric power as against steam, other conditions being equal?—I should say that you would save at least 30 per cent., probably nearer 40 per cent. of the time. The average running speed under steam traction would be about 15 miles per hour, and under electric traction about 24 miles per hour.

MONDAY, 14 JULY, 1924.

Present:

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.  
BRIAN JAMES DOE, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Tempe to East Hills.

Thomas Raw, Engineer to the Hurstville Municipal Council, sworn and examined :—

83. Chairman.] Have you prepared a written statement?—No. But I am intimately acquainted with the route of the proposed railway.

84. Do you regard it as being the best route between the Bankstown line and the South Coast line?—Yes. I consider the railway should have been constructed twenty-five years ago, when it was first mooted.

85. Were you in the Public Works Department then?—Yes.

86. You will remember that there were alternative lines. Do you regard the present proposal as being more satisfactory, from the standpoint of railway communication and to open up the district for residential settlement, than either of the suggested tram lines?—Yes, it is better to run a direct a line, which divides the district equally, than to put in cross-country feeders. No part of the district would be more than 1½ mile from a railway station.

87. Do you consider that the country to be traversed by the line is suitable for residential settlement?—Yes, eminently so. Its nearness to Sydney, its contour, and the suitability of the soil, make it desirable for residential settlement.

88. You have been long enough in the district to have noticed the development which followed the construction of the Bankstown line?—Yes, I have some notes regarding that development. The railway earnings from passenger traffic for the year ended 30th June, 1919, from nine railway stations, starting at Arncliffe and including Banksia, Rockdale, Kogarah, Carlton, Hurstville, Penshurst, Mortdale, and Oakley, amounted to £192,995, and the number of passengers was 15,146,907. For the year ended 30th June, 1923, for the same stations, the passengers carried were 19,207,689, and the takings amounted to £359,365, showing an increase in passengers carried of 26·81 per cent., and in receipts of 86·20 per cent. On the Bankstown line, for the period ended 30th June, 1919, taking the same distance, including eight stations, passengers carried totalled 8,882,852, and the receipts amounted to £124,284. For the year ended 30th June, 1923, the journeys made numbered 12,272,706, and the receipts amounted to £255,368. Last year returns submitted by the Water Supply and Sewerage Board were published showing the

number of houses connected with their main, from 1st July, 1923, to 30th June, 1924, in the municipalities affected, as follows :—

	Houses.	Cost.
		£
Bankstown.....	326	172,008
Canterbury.....	1,110	723,270
Rockdale.....	440	304,370
Bexley.....	174	122,972
Hurstville.....	273	184,056
Total ... ..	2,323	1,506,676

In the municipality of Hurstville, to the 30th June, 1924, building operations were :—

		£
New buildings.....	162	116,736
New shops.....	9	11,290
Additions and alterations....	71	5,504
Total ... ..	242	£133,530

At Bankstown the unimproved capital value in 1924 was £1,882,359; the estimated revenue from all sources, £54,000, and buildings for 1923, 440.

89. Is the Bankstown municipality sewered?—No.

90. What is the nearest municipality to Bankstown that is sewered?—I think Dulwich Hill and Hurstville Park. The north-eastern portion of Hurstville has been done.

91. Is the district to be served by the proposed line suitable for the working man or men of moderate means; would they be able to build their own homes there?—Yes. It is specially suitable for that. The buses are unsatisfactory. Their accommodation is limited, and passengers at times hang on to them like flies. There is often a scramble to get a seat, and they are costly.

92. A witness has pointed out that the district between the Bankstown line and the South Coast line is about the only unoccupied district suitable for that class of settlement within easy reach of Sydney?—That is so.

93. Do you consider that the construction of the railway would afford some relief to the alleged overcrowding in Sydney if the line were built?—Yes. The increase in population is about 50,000 a year, and, I believe, there is no more suitable place around Sydney for settlement of that



Witnesses—T. Raw and A. Barr, 14 July, 1924.

kin l. The South Coast line is hemmed in by Botany Bay and the Bankstown line is flanked by the main suburban line, so that for new settlement you have to work in between the two.

94. *Mr. Mahony.*] Is there much congestion on the Bankstown and Illawarra lines?—Yes, it is impossible to get a seat during the busy hours, morning and night.

95. Would this line help to relieve that congestion?—Yes, and it would create new traffic.

96. Would people who use the 'buses make use of the proposed line?—Yes.

97. *Mr. Burke.*] What is the average price of land out there?—From £65 to £80 or £100 per acre.

98. *Mr. Travers.*] How far from the South Coast line between Tempe and George's River has settlement extended in the direction of the Bankstown line?—There is scattered settlement all over that country.

99. Is it settled within  $\frac{1}{2}$  mile of the existing line?—Yes.

100. If the proposed railway were constructed, would it practically serve the whole of the country at present unserved between the South Coast line and the Bankstown line?—Yes.

101. This proposal has been put before the Committee in two sections—from Tempe to Saltpan Creek, and from there to East Hills. The Railway Commissioners have suggested that if the line were constructed right through from Tempe to East Hills it would render unnecessary a line from Bankstown to East Hills, which was passed by a previous Committee;—do you agree with that?—Yes.

102. Do you think the proposed line should go through to East Hills?—Yes.

103. Would the construction of the proposed railway render unnecessary for some years tramway extension in that district?—Yes. But there should be connecting loop lines from Bankstown to the Hurstville line in the future.

104. *Mr. Drummond.*] I gather you are of the opinion that the railway would be of more value to the district than a tramway?—Undoubtedly.

Alexander Barr, plasterer, Padstow Park, Hon. Secretary of the Tempe Railway League, sworn, and examined:—

105. *Mr. Burke.*] I understand you are in favour of the proposed railway?—Yes. The Railway League of which I am secretary was formed eighteen months ago. When the line was surveyed to Saltpan Creek we thought it should be extended to East Hills. 243,849 passengers travelled in our district last year. There is a big bus traffic in the district; thirty-five buses leaving Bankstown daily. The 35 buses that run to South Bankstown include buses which run from Punchbowl station to Padstow Park. At holiday times there is a frequent service to the East Hills Park. Twenty-four buses travel to Bankstown station and return. That emphasises the importance of the East Hills Park as a tourist resort. It is a beautiful place for picnicking. Our district is a very inviting one, but has many handicaps. Working men have to catch the bus at 6 o'clock in the morning, and they do not return home till 7 o'clock at night. There is no eight-hour day in that. His fares to Sydney amount to over 8s. a week. In wet weather the buses sometimes get bogged. Passengers, including many girls and women, often have to stand in the buses, both on their way to work and on their way home. Passengers often have difficulty in getting off at Belmore station. There is a rush to get into the train, and if you are not ready to get off it is often a hard job to do so. I am sure that medical men would say that it was bad for the nervous system of women. The housewife has also to put up with a lot. She takes the bus to Bankstown or Punchbowl station when she goes shopping, at a cost of 10d. or 1s. 2d., according to how far out she lives. By the proposed railway she could travel to Sydney as cheap and as quick. Boys and girls in our district, who work in the city, do not get home until 7 o'clock. It is a very long day for them, and those who are inclined to improve themselves by study at night time are too tired to do so. I am secretary of the local church, and I find that it is impossible to have social gatherings on week

nights. A large number of people come to our district to live, and after two or three years they go away, because of the inconvenience in travelling. I am also in charge of the Sunday school there. Many children have left Sunday school because their parents have left the district to go to live in Bankstown or elsewhere near a railway station. When I took up the secretaryship of the railway league, I had no thought of self-interest in this matter. I have merely urged the construction of the railway for the good of the community in which I reside.

106. *Mr. Burke.*] What part of the district would be best served by this railway?—The line goes through the centre of our district. I do not think it could go through a better district.

107. In referring to the inconveniences which the people there suffer, what particular portion of the district had you in mind?—Padstow Park, Revesby, and East Hills district.

108. What is the country like from Tempe to East Hills?—It is ideal for residential settlement. I was surprised to see the country so good when I went there.

109. Between Bankstown and East Hills how much land would be served by the railway?—I reckon as far as the Canterbury-road right to the river. Practically all those people would be served by the railway, except those on the far side who would be served by the other railway.

110. Would the Canterbury-road people be served by the Bankstown line?—It depends on where the stations were.

111. How much of the land between the Bankstown railway and the proposed line would be served, striking a mean between the two?—A good deal of country would be served by the new line.

112. Would more country be served by the East Hills line than by the Bankstown line. It is a going and coming settlement all the time. The land along the route of the proposed railway would be closely settled when the railway comes.

113. The estimated cost of the proposed railway as submitted to the Committee, is £422,836 or £39,106 per mile, exclusive of land resumptions;—do you consider its construction is warranted?—Yes.

114. Do you consider that the railway should be extended to East Hills, or should it terminate at Saltpan Creek?—It should go right through. If it goes only to Saltpan Creek, only a few people would benefit. Other people living further away might find it just as convenient to go to Bankstown.

115. What leads you to think it would be profitable to extend the line to East Hills?—There is the East Hills Park. The large number of people who go there at holiday time would surprise you.

116. Does East Hills touch George's River?—Yes, the park is on the river. Baths are there, and there are facilities for boating, and there is fine scenery up and down the river.

117. Is there good fishing there?—I believe there is.

118. *Mr. Mahony.*] Is it good building land between George's River and Saltpan Creek?—Yes, it is neither too rocky nor too hilly.

119. Do you consider that the proposed line would serve the district better than a line from Bankstown to East Hills?—Yes. The Bankstown—East Hills line practically skirts South Bankstown on the west side, but the proposed line goes through the centre of it.

120. Would it be a more direct route to the city?—Yes.

121. Would it do away with the necessity for cross tram lines from Lakemba to Hurstville, and from Bexley to Dumbleton?—Yes.

122. *Mr. Drummond.*] When you referred to congestion, did it relate to existing traffic on the Bankstown line?—Yes.

123. Is that congestion regular?—Yes, it happens every morning and evening, except, perhaps, on Saturdays. I have noticed during the middle of the day also that a good many women have to stand even by the time the train reaches Campsie.

124. Do you consider that if the proposed railway were constructed, the revenue returns of the other line would not be adversely affected?—Yes.



Witnesses—A. Barr, 14 July, and D. Kennedy, 15 July, 1924.

125. You are satisfied that if the railway were constructed people would remain in the district and settle there?—Yes.

126. *Mr. Doe.*] If the dotted line shown on the plan were carried out would congestion on the Bankstown line probably be intensified?—Yes.

127. In your opinion it would be better to construct a railway from Tempe to East Hills independent of the Bankstown line?—Yes.

128. To what use is the land in that district put, apart from residential blocks?—There are a number of market gardens and poultry-farms, and there are a few dairies. It is a healthy district.

129. On the direct route from Tempe to East Hills would there be considerable tourist traffic to the park and

river?—Yes. On holidays there is a half-hour 'bus service for twelve hours. The proprietor says he cannot cope with the traffic.

130. Would the cost of land resumption be heavy on the line?—I think not. The value of land there is from £50 to £100 per acre.

131. *Mr. Travers.*] Do you speak for the residents of East Hills when you suggest that they support the line from Tempe to East Hills as against the line which would link them up with Bankstown?—Yes. There is a small section who are against us, because they are clinging to the idea of getting the old line. Most of them are in favour of the proposed line. They see that the distance is shorter, and that it is a fresh line.

## TUESDAY, 15 JULY, 1924.

### Present:

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.

BRIAN JAMES DOE, Esq.

DAVID HENRY DRUMMOND, Esq.

[The Committee proceeded to further consider the expediency of constructing a line of Railway from Tempe to East Hills.]

Alderman David Kennedy, residing at Central Bankstown, sworn, and examined:—

132. *Chairman.*] Of which ward are you an alderman?—South Bankstown. I lived at East Hills for thirty odd years, and twelve months ago I removed to Bankstown because I considered it unfair to my family that they should suffer so much inconvenience in travelling to and from our district. A line from Tempe to East Hills would serve the whole of South Bankstown. Bankstown has about 17 miles of water frontage, most of it being in the south ward. The people are 6 to 7 miles from the nearest station, and scholars attending the High School who have to leave home at 7 o'clock in the morning, do not get back until 7 o'clock at night. A boy serving his apprenticeship has to attend the technical school, and it is no joke to him to get home at 10 o'clock at night. I was the first one to go and live in the East Hills district about 30 years ago. During that time I have seen many people leave the district simply because it was too far from communication. So long as the family is young, it is an ideal place to live in, but when the boys and girls begin to grow up and go to work they have to suffer much inconvenience, and their parents have to move nearer the railway. I am sorry I did not go years ago, in the interests of my family.

133. Were you in favour of this line when you gave evidence in a previous inquiry?—I wanted the line to go nearer the public school. The proposed line would serve the Padstow, Revesby, and East Hills district. The other line would serve practically only one end of South Bankstown.

134. Why was not the proposed line suggested by the East Hills people and others whom it would benefit, years ago?—It was suggested. We tried to get a loop, but we were told there was no hope of getting anything like that, and we thought that the best thing to do was to get what we could.

135. Do you agree that the country to be traversed by the proposed line lends itself to residential settlement?—Yes.

136. Is the land sufficiently elevated and of such a character as to make good dwelling sites?—Yes.

137. What effect would the line have upon the congestion on the line from Bankstown to Sydney?—It would be beneficial in that respect. You cannot get a seat in the train in the busy hours, both morning and evening, and even in the middle of the day seating accommodation is often hard to get.

138. Would the line have the effect of drawing traffic from the Bankstown line?—Yes. People at South Bankstown travel to Bankstown or Punchbowl, and a good many of them would go to the nearest line.

139. Is there in the neighbourhood of East Hills and South Bankstown a considerable population?—Yes, there are roughly 2,000 people in South Bankstown.

140. How many would be nearer the proposed line than they are to the Bankstown line?—They are practically all in South Bankstown.

141. The line would practically go through the centre of South Bankstown ward?—Yes, and would serve Revesby, Padstow Park, and East Hills, where there is a fair population.

142. Is there much room for residential settlement there?—Yes. About Revesby there are  $\frac{1}{4}$ -acre blocks subdivided. On the river frontage there are small week-end places. At East Hills proper there are more 5 and 10-acre blocks.

143. Do you agree with the opinion expressed by a witness yesterday that to some extent the population in the area to be served is a fluctuating one—that is to say, that people go and live there for a time, and then leave because of the inconveniences of transit to the city?—Yes. Being an alderman, people have said to me that the reason why they were leaving the district was because of their family. I had two daughters who went to business, and there was no home-life for them when we lived at East Hills. I sold out, and now live close to Bankstown station.

144. You must have noticed the development that took place as the result of the construction of the Sydenham-Bankstown line. Would you expect similar development to take place within a few years of the completion of the proposed line?—Undoubtedly. Bankstown has an area of  $27\frac{1}{2}$  square miles. The development at Bankstown since the railway went there is remarkable. When I used to go to the Council Chambers on the Liverpool-road fourteen years ago I could count the houses on the fingers of one hand.

145. *Mr. Mahony.*] Is there any swampy ground north of East Hills?—There is a little on the other side of the soldiers' settlement. That is a long way from the proposed line.

146. Is there any swampy ground within half a mile of the proposed line?—No, it is all good building ground.



Henry Allen, market gardener, Padstow Park, sworn, and examined :—

147. *Mr. Travers.*] Will you state your views in connection with the proposed railway?—Yes, I have been a resident of Padstow Park for twenty-four years. I favour the construction of the proposed line for one reason, because it would pass through the centre of south ward. Some people have to walk 4 and 5 miles to the railway station. I have seen family after family leave the district simply because their children suffered so much inconvenience in travelling to and from the station. My mother disposed of her property and went to live nearer the station so that her children could get more easily to work. Other people have done that also. We had to dispose of our property at a loss. The price was £150 for 6 acres of land and a good cottage. Buses run in the district to and from the railway station, but the high fares are a great strain on the workers. It costs them about 8s. a week in travelling. The railway would traverse some of the best country in the County of Cumberland. We have a beautiful river at East Hills, which is a popular pleasure resort. There is boating on the river, and the fishing is good.

148. You referred to people who walked 4 and 5 miles to the railway station;—did you mean Bankstown station?—Yes.

149. What is the bus fare from your district?—8d. each way.

150. Are the people living in South Bankstown ward and East Hills favourable to the proposed railway as against the Bankstown-East Hills line?—Yes, a large percentage are. There may be an odd one or two towards the lower part who have a fancy for the other line, but most of them are in favour of the proposed line.

151. Are there a number of others, like yourself, going in for market gardening?—Yes, there are seventy market gardeners and more than that number of poultry-farmers at South Bankstown. That is the reason why numbers of people have to remain in the district. Parents own their land there, and the children have to stay there and travel to and from work.

152. Would the proposed line be of assistance to the market gardeners?—Yes. It would enable them to get fertiliser 5s. a ton cheaper. Manure costs 7s. 6d. a ton, and the cartage amounts to 7s. 6d. With the railway cartage would be, at the outside, 2s. 6d. They would also save on their produce.

153. Is the market for eggs, poultry and fruit a local one?—No, they are sent to the Sydney market.

153A. Does the country on the eastern side of the Saltpan Creek lend itself to market gardening and poultry-farming?—Yes. There is a fairly large industry there. I think it is dying away a little, because a lot of land has been subdivided on that side. Residential land is becoming more important. If the railway were built to East Hills a lot of market gardening land would be cut up for residential purposes.

154. Has much development taken place in the district during your residence there?—Yes. In 1907 the population of Bankstown was 1,500; now it is 2,860 in the south ward.

155. Do most of the residents in South Bankstown ward own their own property?—Yes, about 50 per cent. of them.

156. One of the reasons why the Committee passed the line from Bankstown to East Hills was because it would help the Bankstown people and others to get to George's River. This line would not give them that relief?—No.

Sydney Harbrow, relieving fitter, and president of the Padstow Park Progress Association, sworn, and examined :—

157. *Mr. Mahony.*] I understand you have prepared a statement?—Yes; it reads as follows:—I represent the Padstow Park Progress Association here to-day. I have resided in the district since 1914, but owing to the inconvenience of travelling I left on two occasions, in order

to be closer to the railway. To be at work by 7.30 in the morning it is necessary to leave by motor-bus at 6 o'clock, and in returning from work, if you leave Sydney at 5 o'clock it is 6.30 before you arrive at Padstow Park. The fares at workmen's rates are 8s. 6d. per week, being 4s. by motor-bus, and 1s. 6d. by train. There is always a chance of having to walk either way. Most people shudder, apart from the expense, at the long hours of travelling. The breadwinner is called upon to pay £10 8s. per year for the return bus trip each day to Bankstown station, exclusive of fares necessary for extra trips for himself or other members of the family. I know several persons who have left the district for these reasons. I wish to emphasise the isolation of the district through lack of railway facilities. Workers have been trekking to Bankstown of late years to buy home sites. The proposed line traverses much the better portion of the Bankstown municipality. South Bankstown, the district to be served, comprises 6,400 acres. On a basis of four dwellings to the acre, each containing four persons, there would be a population of 102,400. There are 578 houses representing 2,860 people. There are 55 miles of streets. Land valuations are in the vicinity of £70 per acre, and allotments average £1 per foot for recently subdivided blocks. There are five bus proprietors holding traffic routes, and each route traversed six times per day each way, making thirty bus trips both ways, a fair average is about twelve persons each trip or some 720 travellers daily. These figures are for present residents only. Week-end and holiday tourist traffic much exceeds them. I have seen 300 people waiting for buses in order to return to Bankstown station. The proposed line would not require the buses as feeders as the furthest point from which to walk would be about 1½ mile to the line. George's River and Saltpan Creek would become famous as pleasure resorts. Como does not by any means represent the beauty of George's River. The scenic views favourably compare with any in New South Wales. Saltpan Creek possesses six boat sheds where boats are for hire. About 4 years ago when Hearne Bay estate was sold, Sydney newspapers announced a record land sale, all but eleven blocks were sold in one afternoon. The auction involving thousands of pounds. There is only one estate not subdivided which has an area of about 70 acres. Market gardening, pig-raising and poultry-farming are extensively carried on throughout the district. It is a vast area of healthy open country, comparing in every detail with Bankstown or the Illawarra line, and it is within short distance of the city. The district between the creek and the terminus of the proposed line has five sub-post offices, two public schools, and four public halls. East Hill school has 375 pupils and four churches. The foreshores of Saltpan and George's River extend for approximately 12½ miles.

158. Are there many more people in your district situated as yourself?—Yes, a great number.

159. Is the land in the South Bankstown district suitable for building purposes?—Yes.

160. Are land values there reasonable enough?—Yes.

161. Would the construction of the proposed railway give you access to the city in a shorter time?—My word, it would.

162. Would it induce other people to go and live out there?—Yes.

163. Is the 70 acres to which you have referred within easy distance of the proposed railway?—It is practically on it. It is all suitable for building allotments.

164. Would the proposed line serve the purpose of a line from Bankstown to East Hills?—Yes.

165. Would the suggested tramways from Lakemba to Hurstville and Bexley to Dumbleton be unnecessary if the proposed railway were built?—Yes, it would meet the requirements of the district.

166. Would you look for the same development as followed the construction of the Bankstown line?—Yes.

167. Would the proposed line relieve congestion on the Bankstown line?—For a short time, but not for very long. But the proposed line would induce people to go and live out there.



*Witnesses*—S. Harbrow, W. M. Newey, and J. J. Peverly, 15 July, 1924.

168. I understand that people from your district travel by motor-bus to the Bankstown line;—would they use the new line?—Yes.

169. That would relieve the Bankstown line to that extent?—Yes, for the time being.

170. *Chairman.*] Is the Padstow Park Progress Association unanimous in supporting the proposed line?—Yes.

William Mark Newey, grocer, Padstow Park, sworn, and examined:—

171. *Mr. Burke.*] Do you wish to read a statement?—Yes, as follows:—We consider the line is necessary for the advance of the district. People living between the two existing lines have too far to travel to a railway station, which is the reason why that part is not more thickly populated. The other drawback to greater settlement is the high bus fare that the people have to pay to reach the railway. They have to rise at about 5.30 to reach Sydney at 7.30. For the two years and nine months I have lived in south ward of Bankstown, there have been many changes. People come and settle for a time, and then they leave because they cannot stand the expense of the bus and train fares. If we had the railway as surveyed it would serve the purpose of all living there, as we have a population in south ward of 2,860. That proves what the existing line has done for Bankstown. When first constructed the district had a population of about 1,500. Now it is about 16,000, with a fair number living about the survey. Houses number about 578, and there are 55 miles of streets. The area is 11 square miles. We have five sub-post offices in the ward, and two public schools, with about 400 scholars. We also have four public halls, which afford ample attraction to the people. We also have four churches, so we have all we require with the exception of this railway. The people of Sydney would have access to one of Sydney's beauty spots on the George's River, with boating and fishing. There are a number of boat sheds on the river. As to working-men's homes, you can purchase building allotments from 15s. to 20s. per foot. The value of land is from £50 to £70 per acre.

172. What is your nearest distance to the railway?—Two and a-half miles. The buses run there, but I have a sulky.

173. How long does it take you to reach the city if you catch the train?—About one hour and ten minutes.

174. Is there a fair population where you reside?—Yes, although it is a little scattered. Many people come and inquire about blocks of land. The only drawback is the inconvenience of travelling to the city. I have resided there for two years and nine months.

175. Has there been much progress during that time?—Yes.

176. Is the land there all suitable for settlement?—Yes, it is one of the nicest spots along the route. All along the route the land is suitable for residential purposes.

177. Is it necessary to construct the railway through to East Hills, or should it terminate at Saltpan Creek?—I think it should go right through. East Hills is a week-end tourist resort.

178. Is that portion of George's River popular as a pleasure resort?—Yes, Saltpan Creek, Picnic Point, Lambeth-street Wharf, and the East Hills Park. There are boating and bathing facilities there.

179. What is the size of the river there?—It is about 200 feet wide at East Hills. Pleasure boats used to run on the river and there are numbers of small launches there now.

180. Is there good fishing?—I believe so. The people right away to East Hills are suffering inconvenience for want of the railway.

181. Notwithstanding that, you have noticed development?—Yes, congestion in the city is forcing them out.

182. What is the bus fare?—From my store to Bankstown, 10d. return.

183. Would you say that unless the line is constructed there is no prospect of further development?—Yes. The population will move away.

John James Peverly, poultry-farmer and market gardener, Padstow Park, sworn, and examined:—

184. *Mr. Cameron.*] I understand you are acquainted with the details of the proposed railway?—Yes, and with the great disabilities which the people in our district suffer in travelling to and from Sydney.

185. In what way would the railway affect that district?—It would open up cheap land for the workers. There are no big estates out there. It would give the workers a chance to go and live out there. Within the past fifteen years, since the people have commenced to leave the congested and slum areas, Bankstown has gone ahead. If the line were constructed, it would go ahead twice as fast. In London, at the last Lord Mayor's Show, there was a trolley on which was a placard, "The land with the better chance." Let us have that here. The railway would do that. My former vocation took me several times around the globe, and I reckon that from a scenic and tourist standpoint, this peninsular, if given railway communication, would become a huge asset. Men have grown old waiting for this railway. It is very hard on our children, who are our greatest asset, when they have to suffer so much inconvenience in travelling to and from the city. A boy when he reaches home in the evening is so weary that he is not in a state to return to Sydney for technical instruction. I have often given boys a lift in my sulky when I have been driving home from the station. Some of them have to walk from three to five miles in going to their work. What chance have such boys to enjoy the advantages of home life. There are three or four motor buses which carry children to school, and for which the Government has to pay. That revenue would go to the railway. On the Bankstown line, when I first used the train, there were only four or five passengers at Punchbowl station. Now you cannot get a seat in the busy hours of the morning, nor can people between Bankstown and Sydney. In the Padstow Park and East Hills district there is a floating population, and people go out at week-ends. The beauty of George's River has remained dormant for many years. The creek opens up into an expansive waterway, like a lagoon, a little over a mile across, and it narrows to 300 or 500 yards. The entrance could be dammed, when it would make a good swimming place, shark proof, and regattas could be held there. There are twenty fishing boats in one shed. The proposed railway also has a strategic value. Lord Kitchener, when out here, asked the authorities why the military camp was not up on the hills. I understand that the Defence Department has resumed land on the hills for that purpose. In the next great war this railway might be of great value.

186. Is the land along the route suitable for building?—Yes, it could not be more suitable.

187. Is there any swampy land there?—There is in the vicinity of the soldiers' settlement.

188. What is the prospect of development likely to be?—The district would go ahead faster than that served by the Bankstown line, because it is already partially developed. At present land adjacent to the Bankstown line is prohibitive to the working-man. The land along the route of the proposed railway would be in the hands of the working-man.

189. At a reasonable price?—Very reasonable.

190. I understand that the holdings are not large, with the exception of a 70-acre block?—That is so. There are no vested interests out there.

191. Would the week-end places be likely to become permanent residences?—Yes, a large percentage would.

192. As the value of land increased it would not pay to have them idle all the week?—Yes. Thousands of people are waiting to go and live out there.

193. *Mr. Doe.*] What are the soldier settlers engaged in?—The chief industry is poultry-farming.

194. Are their eggs marketed by means of motor-lorries?—They have to cart their own eggs to market. There are lorries, but if they avail themselves of the lorries, much of the profit is taken from the eggs. They have to cut out the middleman as much as possible.



Witnesses—J. J. Peverly, 15 July; and F. McLimes, 21 July, 1924.

195. Is there any good building stone out there with which a man could build his own home?—Yes. There is a large area of sandstone, and there are several sandstone houses in the Padstow Park area. It would not be a big item to dredge George's River for lightering purposes.

196. Do steam-boats ply up George's River and Saltpan Creek?—Only motor boats.

197. What is the depth of the river at East Hills?—From 5 to 10 fathoms in parts; in other places it shoals.

MONDAY, 21 JULY, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.  
WILLIAM CAMERON, Esq.

BRIAN JAMES DOE, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Railway from Tempe to East Hills.

Finlay McInnes, real estate agent, Undercliffe, sworn, and examined:—

198. *Chairman.*] I understand you have prepared a statement respecting the proposed railway?—Yes, it reads as follows:—A railway extended from Tempe to East Hills has had my support for the past twelve years. In my opinion the most desirable route is the survey which brings the line across Belmore-road, near Lillian-road, Peakhurst. Following this route evenly, it divides the area between the Illawarra and Bankstown lines. The line would open up some of the finest residential land in New South Wales. One of its main advantages, from a residential standpoint, is its convenience to the City of Sydney. Most of this land is elevated, and includes some magnificent views of Sydney and suburbs. Elevation means health, our most valuable asset. It can be said of this line that it would be the most picturesque yet constructed in New South Wales, winding through beautiful hills and other landscape scenery. The greater part of this line has been blessed with a waterway, which to-day is hardly to be seen, but it could be made a great benefit to the municipalities, both from a financial as well as an improvement point of view. The Town Planning Association, of which I am a member, has been in touch with the Rockdale Council, with a view to getting them interested in the improvement of Wolli Creek, by giving the lowlands for parks for the people. I would stress the commencing point of the railway, historical Cook's River, which it is confidently hoped will in the near future provide an important connection between Botany Bay and Sydney Harbour, by connection with Homebush Bay. It seems that as a paying line there need be no anxiety. I believe this line would pay from the time it was opened. Another important matter is that this line would relieve the congestion on the Illawarra and Bankstown lines. The line would provide facilities to reach George's River, which it is hoped will soon be opened up as a commercial waterway for an immense manufacturing area. As population increases in residential suburbs, more "lung" spaces are required in the interests of the people. We try to design them in connection with town-planning. Parks are also required. The Wolli Creek area, through which the proposed line runs, is very suitable for that purpose, and the Government should look ahead in this matter in the public interest. Eventually a canal should be cut from Cook's River to Homebush Bay to serve industrial traffic, which will develop along the route. Botany Bay must some day be connected with Sydney Harbour. Something must be done also to minimise the congestion on the Illawarra and Belmore lines. The travelling public should be provided with better facilities to go to and from their work in reasonable comfort. There is great danger in herding passengers together on the trains, as they are to-day. People have lost their lives through travelling on the platforms of the carriages, and especially is that so on the Illawarra line. The proposed railway would relieve that congestion and help to prevent accidents. I have resided in the district for nearly twenty years, and am familiar

with the route of the line as far as Salt Pan Creek. George's River must, in a few years, be made a commercial waterway. Big industrial firms are now planting themselves in the district between Granville and Auburn, and about Duck Creek. That creek could be connected with the canal so as to connect George's River and the Parramatta River. Cook's River could be made a pleasure resort, and it would be suitable for barges, but we do not advocate it for factory sites or industrial purposes. Some big industries will be established on the banks of George's River within the next fifteen or twenty-five years. There will be great development there.

199. Do you suggest an alteration in the route of the proposed railway?—No, I think the route as proposed is a very good one.

200. What part have you taken in the agitation for the proposed railway?—Apparently, the line has only recently come into the picture, so to speak?—I suggested it when Mr. T. R. Johnson was there. We could see then that the line was necessary, and that it would have to be constructed sooner or later? I have urged its construction at municipal elections and in other ways. It has been urged on the Parliamentary representatives of our district.

201. Is the land within the influence of the proposed line suitable for homes for working men and men of moderate means?—Yes, it is very suitable for that purpose.

202. Would the line rob the Bankstown line of traffic?—No, I would not say that it would rob it. It would cope with the surplus traffic, but not to the detriment of the existing line.

203. What is the value of land per acre in the district to be served, without the railway?—Between £100 and £200 per acre, on an average.

204. Witnesses have stated that it is from £50 to £70 per acre?—That would be further away from the route. I want the Committee to understand that I have no self-interest in the matter. I urge the construction of the proposed line only in the public interest.

205. *Mr. Burke.*] Are not the waters of Duck Creek polluted at Clyde?—Yes, they are in a dreadful state.

206. Do you contend that the inflow of water from George's River would cleanse that creek?—No. Cook's River to-day is a source of great danger to the community. The overflow from the sewer is allowed to flow into the river. There are no fish in the stream. About three years ago there were eels there. Children obtained them off the banks in a stupefied condition and took them home to be cooked. If the water in Cook's River were fresh it would have fish in it. To-day it is nothing less than an open sewer. Hundreds of children bathe there in the summer months, and at times they must take mouthfuls of the water.

207. Do you suggest that a canal should be cut to Duck Creek?—The railway will eventually serve commercial interests at George's River, and the manufacturing areas of Auburn, Granville, and surrounding places will have to be connected up with George's River.



Witness—F. McInnes, 21 July, 1924.

208. I understand your idea is that the Creek should be converted into a waterway, and that a canal should be constructed from Cook's River to Parramatta River?—Yes.

209. What would be the nearest point?—From Cook's River to Homebush Bay, a distance of about a mile and three-quarters.

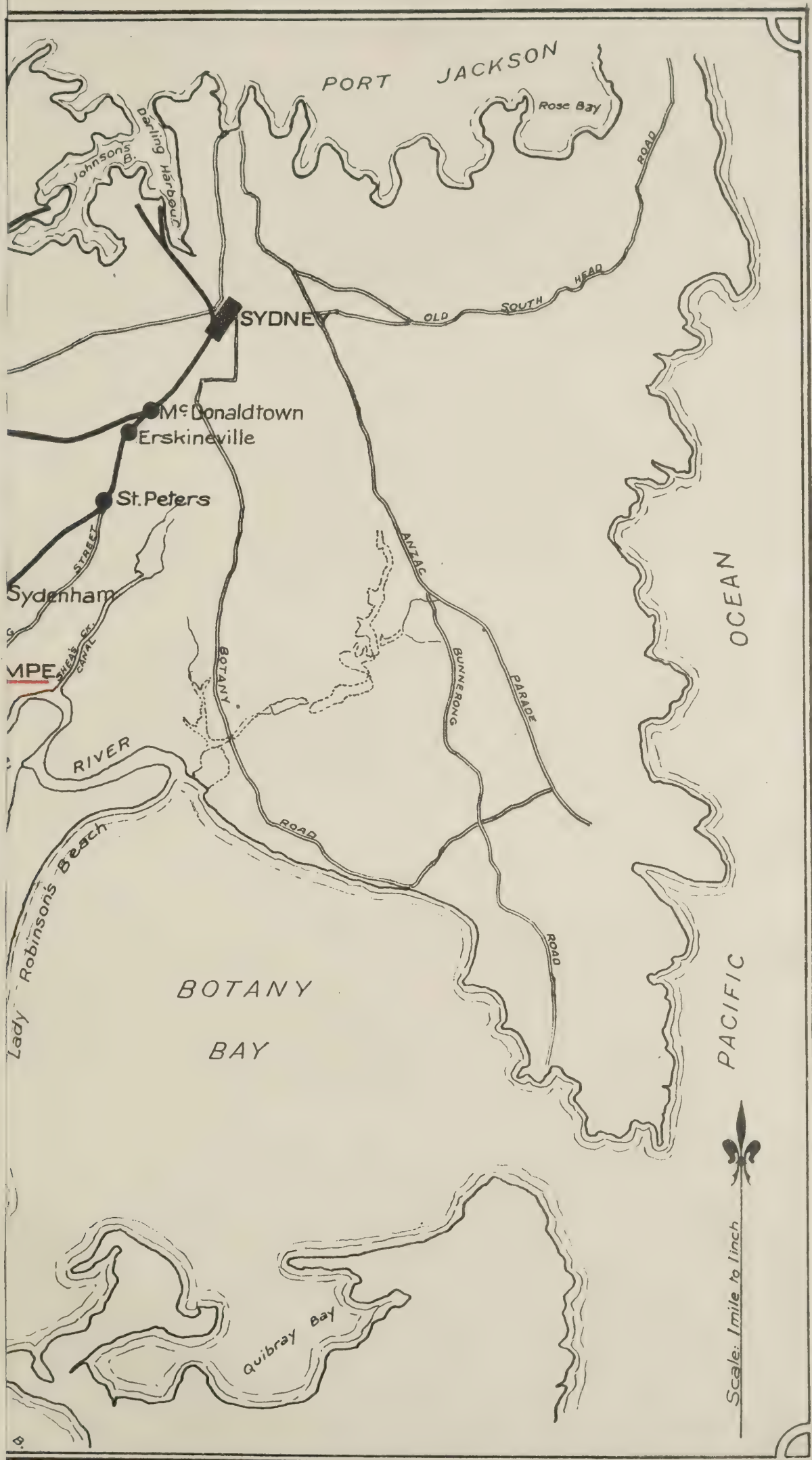
210. Do you consider that the proposed line would become a paying proposition?—Yes. Some very nice park areas could be obtained by reclaiming the land.

211. *Mr. Mahony.* Does not the sewerage to which you have referred pass through covered channels?—Yes, but it escapes through the overflow. When they fill up to a certain height there is an overflow at Wolli Creek.

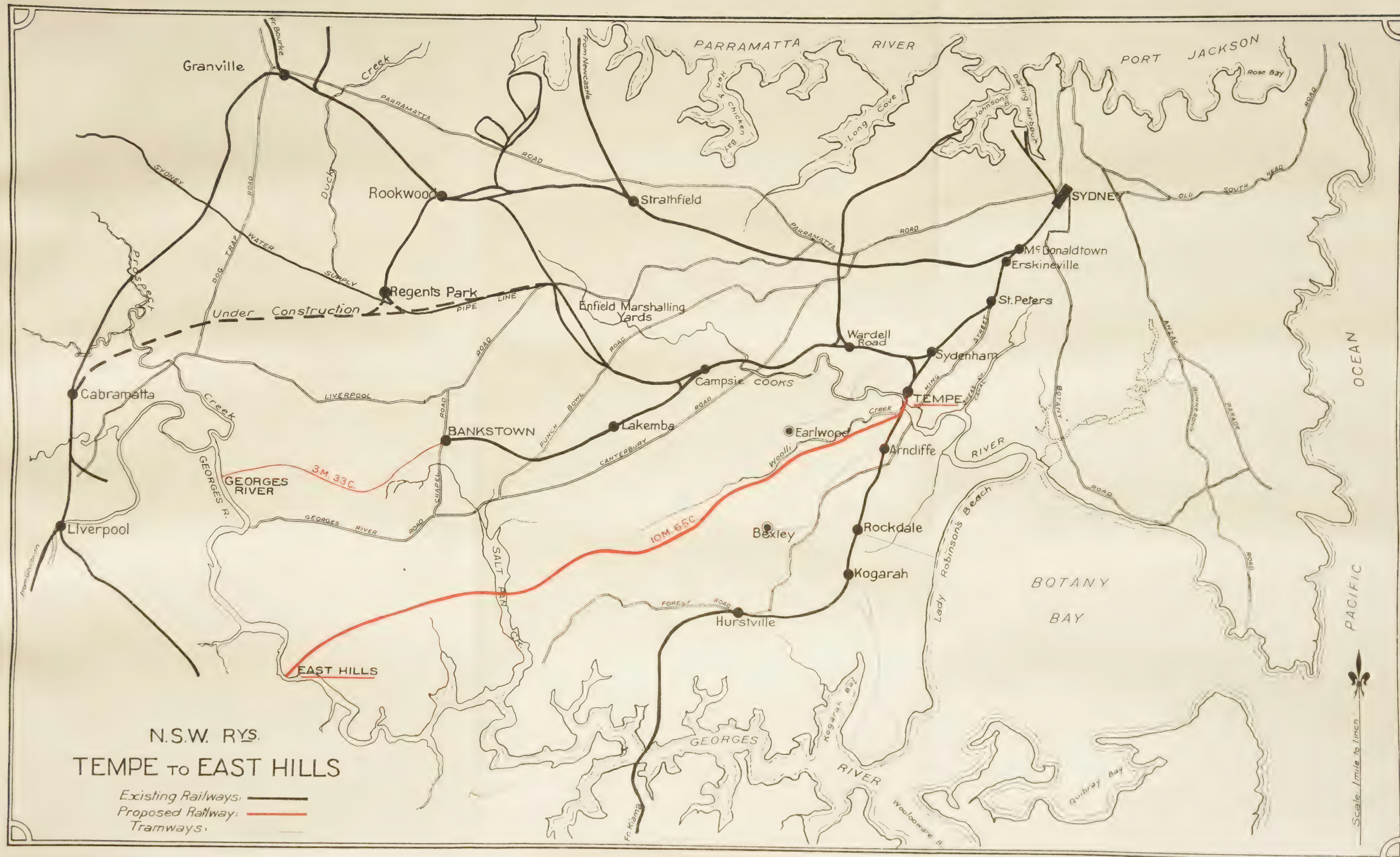














1924.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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PARLIAMENTARY STANDING COMMITTEE ON  
PUBLIC WORKS.

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REPORT

TOGETHER WITH

MINUTES OF EVIDENCE AND PLAN

RELATING TO THE

PROPOSED TRAMWAY FROM CROWN STREET  
TERMINUS, VIA TODMAN AVENUE, TO THE  
LA PEROUSE LINE AT ANZAC PARADE.

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Presented to Parliament in accordance with the provisions of the Public Works Act,  
3 Geo. V No. 45.

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*Ordered by the Legislative Assembly to be printed, 27th August, 1924.*

SYDNEY: ALFRED JAMES KENT, GOVERNMENT PRINTER.







MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable WILLIAM THOMAS DICK, Chairman.  
The Honorable JOHN TRAVERS.  
The Honorable ROBERT MAHONY.

LEGISLATIVE ASSEMBLY.

FRANCIS MICHAEL BURKE, Esquire, Vice-Chairman.  
WILLIAM CAMERON, Esquire.  
BRIAN JAMES DOE, Esquire.  
DAVID HENRY DRUMMOND, Esquire.

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# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## TRAMWAY FROM CROWN-STREET TERMINUS, via TODMAN AVENUE, TO THE LA PEROUSE LINE AT ANZAC PARADE.

### REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the Second Session of the present Parliament, under the Public Works Act of 1912 (3 George V, No. 45), and the Parliamentary Standing Committee on Public Works Election Enabling Act of 1922 (13 George V, No. 19), to whom was referred for consideration and report "the expediency of constructing a line of tramway from Crown-street Terminus, via Todman-avenue, to the La Perouse line at Anzac-parade," have after due inquiry resolved that it is expedient the proposed tramway be constructed: and in accordance with subsection (d) of clause 34 of the Public Works Act of 1912, report their resolution to the Legislative Assembly:—

#### INTRODUCTORY.

1. The official evidence regarding an extension of the tramline from Crown-street terminus shows that the route first suggested by the Randwick Municipal Council was from Todman-avenue—Epsom-street, via Dowling-street, a length of approximately 48 chains. Reporting upon this proposal the Railway Commissioners pointed out that the whole of the population to be served is confined to the eastern side of Dowling-street; the western side being bounded for its whole length by the Victoria Park racecourse, while the land on the southern side of Epsom-street is mostly comprised of sand hills. The residential area on the eastern side is fairly thickly populated, and contains approximately 290 houses. The majority of the people concerned, however, are within easy walking distance of the Crown-street or Kensington lines, and no doubt at present make use of either of these services. In view of the short length of the proposed extension, viz., 48 chains, it would not be practicable, the Commissioners stated, to create an additional fare section in the event of the line being constructed, but that it would be necessary to extend the existing section, *i.e.*, between Crown and Campbell streets junction and Todman-avenue, 148 chains, to the new terminus, so that no additional revenue would result. On the other hand, the extension of the existing service (Crown-street) from Todman-avenue to Epsom-street would involve, on a mileage basis, an increased working cost of approximately £5,071 per annum. Under the circumstances, the Commissioners were unable to recommend the proposal for favourable consideration, but pointed out that in connection with the provision of relief for the Kensington line and to facilitate the handling of return traffic from the Randwick racecourse, a proposal had been under consideration for some time, involving the construction of a line from the existing Crown-street terminus, via Todman-avenue, to the La Perouse line at Anzac-parade; and it was considered that when this connection was constructed, it would better serve the vicinity than the proposal put forward by the Council.

The proposal indicated in the Commissioners' report was referred to the consideration of the Committee on 20th December, 1923.

THE



### THE PROPOSED TRAMWAY.

2. The proposed tramway commences by a junction with the existing tramway in Dowling-street, opposite Todman-avenue, and proceeds south-easterly and easterly along the avenue to Anzac-parade, West Kensington, where the line terminates by a junction with the existing tramway. The grades are easy, and conform to the street. The sharpest curve is 68 feet radius.

### ESTIMATED COST, REVENUE, AND EXPENDITURE.

3. The estimated cost of construction (including overhead wire, power, and feeders) is £24,680; and the estimated annual expenditure (including interest on cost of construction at  $5\frac{1}{2}$  per cent., £1,357, and working expenses, £7,073), £8,430. With respect to revenue, the Railway Commissioners point out that the people in the vicinity of the proposed extension are within reasonable walking distance of, and already served by either the existing Crown-street or La Perouse lines, and in view of this it is considered that the additional revenue to be obtained over the proposed extension would not exceed £500 per annum, leaving a difference on the debit side of £7,930.

### RAILWAY COMMISSIONERS' REPORT.

4. The statutory report of the Railway Commissioners states that the extension would enable the Crown-street service to be extended to Anzac-parade, and would provide a considerable amount of relief to the La Perouse service, which is heavily taxed during business hours; but in order to secure this result it would be necessary to extend the second fare section from Crown-street terminus to Anzac-parade for the reason that the second fare section on the La Perouse line terminates at High-street, which is 30 chains beyond the point at which the proposed line would junction with the La Perouse line.

### THE COMMITTEE'S CONCLUSION.

5. It will be seen from the official evidence that compared with the working and capital costs the revenue likely to be derived from the proposed line is negligible; and in view of this fact, and the existing financial position, the Railway Commissioners do not recommend its present construction. The Committee, however, have felt it necessary, in the interests of the efficient working of the tramway system, to consider the proposal altogether apart from this aspect of the question; and it appears to them that urgent traffic requirements warrant the construction of the proposed line. In this view the Committee are supported by the evidence of the Traffic Manager, Department of Tramways.

The extension will provide a much-needed relief to the La Perouse service, described as being heavily taxed during business hours, and will make available an alternative route for operating return racecourse traffic to the Central Railway Station. Vehicular traffic also during race and show days is exceptionally heavy at the Allison-road and Anzac-parade intersections, resulting in frequent tramway delays and the necessity for extreme vigilance on the part of the special staff of tramway officers and police, whose services in the event of the construction of the proposed extension, together with a short connection from the racecourse exit, via Doncaster-avenue and Sloper-street into Todman-avenue, will be rendered unnecessary. The intersection referred to is regarded by the tramway traffic authorities as dangerous, and, inasmuch as it is desirable in the public interest that the difficulties at present experienced in dealing with the traffic should be removed, the Committee have decided to recommend the construction of the proposed line.

### RESOLUTION PASSED.

6. The resolution passed by the Committee is shown in the following extract from the Minutes of Proceedings:—

Mr. Burke moved:—"That in the opinion of the Committee it is expedient the proposed tramway from Crown-street terminus, *via* Todman Avenue, to the La Perouse line at Anzac-parade, as referred to them by the Legislative Assembly, be constructed."

Mr. Doe seconded the motion, which was passed.

W. T. DICK,  
Chairman.

Office of the Parliamentary Standing Committee  
on Public Works, 27th August, 1924.



# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## MINUTES OF EVIDENCE.

### TRAMWAY, CROWN-STREET TERMINUS TO ANZAC-PARADE.

THURSDAY, 27 MARCH, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to consider the expediency of constructing a line of Tramway from Crown street Terminus, via Todman avenue, to the La Perouse Line at Anzac-parade.

Thomas Bryce Cooper, Under-Secretary, Department of Public Works, sworn, and examined:

1. *Chairman.*] Have you a statement to submit with respect to this proposal?—Yes; it is as follows:—

Estimated cost, including overhead wire, power, and feeders, £24,680.

Length, 65 chains, double track.  
Sharpest curve, 68 feet radius.

On 20th December, 1923, the Secretary for Public Works and Minister for Railways and State Industrial Enterprises moved in the Legislative Assembly, "That it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon the expediency of constructing a line of tramway from Crown-street terminus, via Todman-avenue, to the La Perouse line at Anzac-parade."

Question resolved in the affirmative.

Following is the official description of the line:—

"This proposed tramway commences by a junction with the existing tramway in Dowling-street, opposite Todman-avenue, and proceeds south easterly and easterly along that avenue to Anzac-parade, West Kensington, where the line terminates by a junction with the existing tramway.  
The grades are easy, and conform to the street. The sharpest curve is 68 feet radius."

The Railway Commissioners' Statutory Report is dated 13th December, 1923, and is as follows:—

"In accordance with the request of the Minister for Railways, and in pursuance of the provisions of the Public Works Act, 1912, the Commissioners beg to submit their report on the abovementioned proposal:—

The proposed extension commences at the intersection of Todman-avenue and Dowling-street (terminus of the Crown-street line), and provides for a double track for a distance of 65 chains, via Todman avenue to Anzac-parade, where it would junction with the existing Kensington-La Perouse line. This extension would enable the Crown-street service to be extended to Anzac-parade, and would provide a considerable amount of relief to the La Perouse service, which is heavily taxed during business hours; but in order to secure this result it would be necessary to extend the second fare section from Crown-street terminus to Anzac-parade, for the reason that the second fare section on the La Perouse line terminates at High-street, which is 30 chains beyond the point at which the proposed line would junction with the La Perouse line.

The people in the vicinity of the proposed extension are within reasonable walking distance of, and already served by, either the existing Crown-street or La Perouse lines, and in view of this it is considered that the additional revenue to be obtained over the proposed extension would not exceed £500 per annum.

† 38531—A

The estimated cost of construction, annual expenditure, and annual revenue are summarised as follow:—

Estimated cost of construction:—	
Estimated cost of construction, including overhead wire, power, and feeders .....	£ 24,680
Estimated annual expenditure:—	
Interest on cost of construction (£24,680) at 5½ per cent. ....	£ 1,357
Working expenses.....	7,973
	8,430
Estimated annual revenue:—	
Estimated annual revenue.....	500

Difference..... £7,930

In view of the estimated loss and the existing financial position the construction of this connection is not recommended at present.

The Common Seal of the Railway Commissioners for New South Wales was hereunto affixed the thirteenth day of December, one thousand nine hundred and twenty-three, in the presence of.

(Seal.)

JAMES FRASER,  
Chief Railway Commissioner.  
J. H. CANN,  
Assistant Railway Commissioner.

W. JNO. MORRIS,  
Secretary."

The proposal for extension of the tramline from Crown-street terminus was first brought under the notice of the Minister in April, 1923, when the Randwick Municipal Council wrote through the Hon. C. W. Oakes, M.L.A., asking that a deputation be received on the matter. The route then suggested was along Dowling-street to Lenthall-street, West Kensington, a distance of about 48 chains.

In the first instance the Railway Commissioners were asked for a report on the proposal. This was received under date 18th June, 1923, and was as follows:

"This matter has had investigation, and it is understood that the Randwick Council desire an extension of the Crown-street tramline, which at present terminates at Todman-avenue, to Epsom-street via Dowling-street, a distance of approximately 48 chains, as shown by red line on the attached helio.

An inspection has been made of this locality, and it is found that the whole of the population to be served is confined to the eastern side of Dowling-street; the western side being bounded for its whole length by the Victoria Park race-course, while the land on the southern side of Epsom-street is mostly comprised of sand hills.

The residential area on the eastern side is fairly thickly populated, and contains approximately 290 houses. The majority of the people concerned, however, are within easy walking distance of the Crown-street or Kensington lines, and no doubt at present make use of either of these services.

In view of the short length of the proposed extension, viz., 48 chains, it would not be practicable to create an additional fare



Witnesses—T. B. Cooper, 27 March, and S. G. Paine, 30 May, 1924.

section in the event of this line being constructed, but it would be necessary to extend the existing section, i.e., between Crown and Campbell streets junction and Todman-avenue, 148 chains, to the new terminus, so that no additional revenue would result.

On the other hand, the extension of the existing service (Crown-street) from Todman-avenue to Epsom-street would involve, on a mileage basis, an increased working cost of approximately £5,071 per annum.

Under the circumstances, the Commissioners are unable to recommend this proposal for favourable consideration; but it may be pointed out that, in connection with the provision of relief for the Kensington line and to facilitate the handling of return traffic from the Randwick racecourse, a proposal has been under consideration for some time, involving the construction of a line from the existing Crown-street terminus via Todman-avenue to the La Perouse line at Anzac-parade, as shown by the blue line on the helio, and it is considered that when this connection is constructed, it will better serve the vicinity than the proposal put forward by the Council. In view of the financial position, however, no definite information can be given as to when the relief lines mentioned will be constructed."

On 26th July, 1923, a deputation from Randwick Council waited on the Minister to urge the extension of the tramway along Dowling-street to Lenthall-street. It was stated by the deputation that such a line would benefit 3,000 residents, many of whom have to walk the best part of a mile to reach a tramway, and that in view of the rapid development of the district, in a short time the tram could be extended with advantage right through Daceyville No. 1 and No. 2 towards Botany. One of the claims made by the deputation was that the proposed tramway would be a great boon to the employees of the British Australian Tobacco Company and Henderson's Sweet factory. In his reply, Mr. Ball informed the deputation of the Railway Commissioners' suggestion to extend the tramway along Todman-avenue to Anzac-parade, and said that if that proposal met the wishes of the deputation he would endeavour to have funds made available to enable the work to be carried out. The Mayor of Randwick then intimated the deputation's acceptance of the Commissioners' proposal.

On the Railway Commissioners reporting that the estimated cost of the scheme was £31,212 (subsequently reduced on revision to £24,680), the Minister directed that a statutory report be furnished with a view to referring the proposal to the Public Works Committee.

Plan, etc., herewith. Further information in regard to the proposed tramway, including details of estimate, will be placed before the Committee by the Railway Commissioners' Officers.

FRIDAY, 30 MAY, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Tramway from Crown-street Terminus, via Todman-avenue, to the La Perouse Line at Anzac-parade.

Silas Garnett Paine, alderman, Randwick, sworn, and examined:—

2. *Chairman.*] Will you give the Committee your views regarding the proposed tramway?—As a representative of the district affected I wish to say that the agitation for the tramway was brought about by a popular feeling that the Crown-street tram merely touches the fringe of a thickly-populated area. It is felt that an extension of that line about  $\frac{3}{4}$  mile to Anzac-parade junction would not only serve that particular area, but that it would be a feeder to the main line along Anzac-parade. It would afford relief to Moore Park-Anzac-parade line. There is a heavy racecourse traffic out there. Up to one thousand houses a year have been built in Randwick and 50 per cent. of them are within reach of the Anzac-parade tramway. People now cannot travel home in comfort in the busy hours and it is worse on race days. Buses are doing a big business out there. We have many applications from bus proprietors to run on that route. It may be argued that the revenue from the Crown-street line would not be increased if the proposed line were constructed. But the line would get revenue from the southern part of the city, and as far as Maroubra and La Perouse in summer. One important point is that the proposed tramway would relieve congestion on the Anzac-parade line. People living beyond Kensington who board the tram at Market-street, often have to stand until the people who live at Kensington have vacated their seats. This tram would relieve that congestion.

3. In the official report submitted to the Committee it is stated:

This extension would enable the Crown-street service to be extended to Anzac-parade, and would provide a considerable amount of relief to the La Perouse service, which is heavily taxed during business hours, but in order to secure this result it would be necessary to extend the second fare section from Crown-street terminus to Anzac-parade, for the reason that the second fare section on the La Perouse line terminates at High-street, which is 30 chains beyond the point at which the proposed line would junction with the La Perouse line.

That means the Commissioners would get no additional revenue from the extension as far as the section is concerned?—That is so.

4. The Commissioners also state:

An inspection has been made of this locality, and it is found that the whole of the population to be served is confined to the eastern side of Dowling-street.

Do you agree with that?—Yes.

5. And further:

The western side being bounded for its whole length by the Victoria Park Racecourse, while the land on the southern side of Epsom-street is mostly comprised of sand hills.

Is there any likelihood of the areas which at present would not furnish traffic subsequently supplying it?—There would be a prospective traffic from the industrial section.

6. The Railway Commissioners estimate the revenue at only £500 a year, while the working expenses and interest are set down at £8,540?—I do not know how they arrive at that estimate of revenue. What about the racecourse traffic?

7. That is already catered for?—That is the point, but are the facilities adequate, and what will be the position in five years. Estates are being opened up there. There is the Todman estate and the Dudley Golf Links estate which is being rapidly built on. The labour farm is being subdivided. There has been quite a run on new buildings out there. A Government land sale near Maroubra is now being prepared. Randwick is going to grow. We anticipate that the south ward at the next assessment will be the biggest from a revenue standpoint in the municipality. It has been the second lowest up to now.

8. Were you a member of the deputation that waited on the Minister for Works in July, 1923?—Yes.

9. It was stated that the line would benefit about 3,000 residents. The proposal was to run the tram down Dowling-street to Lenthall-street. This tramway would serve the same purpose. We have been given hope as regards Todman-avenue. A strong reason for the construction of the tramway is that it would serve the British Australian Tobacco Company people. That company has about 3,000 employees.

10. *Mr. Burke.*] Where is the nearest tram to the British Australian Tobacco Company's premises?—At the Crown-street terminus.

11. How far from the works would that be?—About five minutes walk.

12. How far are the west and south wards from the tramway now?—From the Golf Links estate it is a quarter of an hour or twenty minutes walk. It takes about fifteen minutes to walk from the labour farm.

13. Is the area to be subdivided extensive?—Yes.



## 3

Witnesses—S. G. Paine, 30 May, and J. T. Jennings, 18 June, 1924.

14. *Mr. Travers.*] What advantage does a line from the Crown-street terminus to Anzac-parade possess over the line first recommended by the Randwick Council along Dowling-street to Lenthal-street?—The objection was that it would serve a limited number of houses on the eastern side.

15. Was that the suggestion of the Randwick Council?—Yes.

16. Does it possess any merit over the proposed line?—No, the proposed line is a much better proposition.

17. Would you expect to get any cross traffic over the line from Crown-street to the Kensington line?—Yes, there would be a certain amount.

18. Would the Kensington people be likely to use the tram to Crown-street and *vice versa*?—Yes, the Dowling-street area contains a number of factories.

19. There would be no settlement north of the proposed line, as that is Moore Park?—Yes.

20. The only revenue likely to be obtained from the line, apart from the cross traffic, would be from the south?—Yes.

21. South of the proposed line, would any estates be within its influence?—No.

22. Is there available land within easy access of the line which would be opened up if it were constructed?—The British Australian Tobacco Company are building to the north-east, and adjacent to the proposed tram.

23. That would not be more than half a mile from the other line?—That is so.

24. *Chairman.*] Is the congestion on those lines very marked?—Yes, particularly on race days.

WEDNESDAY, 18 JUNE, 1924.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.  
WILLIAM CAMERON, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Tramway from Crown-street Terminus, via Todman-avenue, to the La Perouse line at Anzac-parade.

John Thomas Jennings, business manager, alderman of Randwick Municipality, of Kensington-road, Kensington, sworn, and examined:—

25. *Chairman.*] You desire to give evidence with regard to this proposal?—Yes. As a resident of fifteen years in West Kensington, through which district the proposed extension will run, I am well acquainted with the locality. The extension will be of great value to the residents of West Kensington. The present tram terminus is really a dead-end in the vicinity of which there are very few houses. The nearest house on the Randwick side is about 200 yards away. It is a dark and unfrequented place at night, and does not encourage passenger traffic from that end. The extension would serve a population of over 5,000 persons if it were carried to the corner of Anzac-parade and Todman-avenue. There is congestion on the La Perouse line during the busy hours, and the extension would considerably relieve that congestion. There has been great development between Kensington and the vast area of Maroubra and La Perouse. Every year the congestion is becoming greater. In this proposal the opportunity presents itself to considerably relieve that congestion, and also benefit the passengers who travel to Kensington at present. It is frequently difficult to get standing room on the trams going out to, and coming in from, the La Perouse area during the busy hours. If the terminus were at the corner of Anzac-parade and Todman-avenue, the great majority of the 5,000 residents would prefer to travel on the proposed line instead of the La Perouse line. In connection with the racecourse traffic, there is great congestion. This proposal would relieve that, and it would relieve the congestion on the La Perouse line and enable residents at La Perouse to get to their homes conveniently on race days. Several applications have been made to the Randwick Council from motor bus proprietors for permission to ply between Todman-avenue and the railway. At present, two buses are running, and, from all reports, are doing well. The tramway extension would take a lot of that traffic, and would also take a lot of La Perouse traffic through Anzac-parade via Cleveland-street. With regard to the important question of revenue, I understand that the revenue from the extension is estimated at £500 per annum. As a layman, I am loth to criticise any figures coming from the Department, but seeing that that sum represents 27s. 6d. a day, or about 1s. 6d. an hour, it is difficult for an ordinary person to reconcile the estimate with the existing conditions. I think the revenue would be largely in excess of that estimate. I admit that the increased

revenue would come mainly from the La Perouse line, but it is up to the Tramway Department to relieve the congestion. The Department should not object if a lot of that revenue goes on to the Crown-street line, because it will greatly relieve congestion.

26. Is the congestion, excepting on race days, greater on the existing line than on most other tram lines?—I will not say it is. The congestion is mainly confined to business hours in the morning and evening. I do not say that it is not the case elsewhere.

27. Do you really think this linking-up line would relieve the congestion on race days and show days?—Yes. You would take the trams round the Crown-street way. I presume the line would be extended right across Anzac-parade, along Sloper-street, to the racecourse.

28. You suggest that in addition to the construction of this short length of 88 chains another length should be constructed to join up with the racecourse?—Yes; that would considerably relieve congestion, and otherwise you would have to run out along Ascot-street.

29. The revenue for the proposed line which you say would relieve the congestion would be revenue drawn from the other lines?—I acknowledge that the bulk of it would come from the La Perouse line.

30. Would there be either now or in the future further residential settlement along the line which would add to the revenue?—Yes. Furthermore, if tram travelling were made more convenient more people would travel by the tram.

31. Is there much room north of the line for residential settlement?—The British-Australasian Tobacco Company are building a number of houses on their land at present. Immediately north of the line there is room for further residential population.

32. Has there been any strong agitation in favour of the construction of this line?—Yes; for years past the people have been urging it. There was a deputation which asked for an extension along Dowling-street, but the people now seem to be all in favour of the extension to Anzac-parade, because it will serve a greater number of people.

33. Those who take this route who previously took the La Perouse line would have to go right through on the Crown-street line?—Yes.

34. Is there a large proportion of the business people and others living at Randwick who would desire to be put in that part of the city where the Crown-street tram goes?—If they wanted to get to Oxford-street they would get out at the water-works.



Witnesses—J. T. Jennings and W. K. Percival, 18 June, 1924.

35. You think that a considerable number of people would take the new route as being more convenient?—They would. They would not mind a little further walking.

36. *Mr. Travers.*] Where is the population of 5,000 to which you have referred?—If the extension were made to the corner of Anzac parade and Todman-avenue it would strike the heart of North Kensington. The number, 5,000, is only an approximation; I think a greater number would be served because it is right in the centre of North Kensington. They would mainly be West Kensington people, but no doubt the people on the other side of Anzac-parade would use the tram for convenience.

37. This line would relieve the congestion on the La Perouse line only on the southern side?—Yes.

38. Do you think that would be an appreciable relief?—The people would prefer to travel in a tram in which there was more room.

39. Would that happen on ordinary days apart from race days, holidays, and Sundays?—I think so.

40. Apart from the convenience the extension would offer would it encourage development?—Development in Kensington has gone ahead now, but I think there is room for more development, and the line would encourage it. The British-Australasian Tobacco Company own a big tract of land. They bought it originally for a garden village. Round about there building is going on. Apart from that, available land is fairly well built on.

41. Your main contention is that the building of the proposed line and the further extension you suggest would relieve congestion?—Yes. That is the main point.

42. *Mr. Mahony.*] If the line did not run to the race-course would it be of great benefit to the people of West Kensington and La Perouse on other than race days?—Yes.

43. And on race days you say people would have a clear line apart from the race traffic?—Yes.

William Kirby Percival, town clerk of Randwick, sworn, and examined:—

44. *Mr. Burke.*] You are in favour of the construction of this line?—Yes. The main reason I would advance is that it would relieve the congestion which occurs on the Long Bay-La Perouse line. At present when those trams get to Kensington proper it is almost impossible to get into them in the morning, and until they get past Gardiner's-road in the evening it is almost impossible to accommodate the people who want to use them. If the proposed line is built, I suggest that the trams go to Gardiner's-road, which is the Daceyville terminus. It is about half a mile further than the High-street terminus. I think then you would relieve the Kensington people to a very large extent. You would enable them to have a tram which they could use both in and out because the Kensington people would use the line from Crown-street, and allow the Long Bay people and those beyond Gardiner's-road to get a seat in the trams when going home. The tramline will not now carry the people who want to come in. Beyond High-street you have a very large area of unbuilt-on country. The further you go out the more room there is for buildings. Our experience is that the settled portion of Kensington and Randwick is now practically built out, and the trend is further outwards. Houses are going up there two or three a day. You have to consider what you will have to carry in another four or five years. The service is congested now, and when you get all those additional houses built to the east and west of Anzac-parade you will want something to relieve the line. This proposal would be a good way out of the difficulty. I know that the Crown-street tram was taken out of Oxford-street to relieve the Oxford-street traffic, but while you may be able to take some trams out of Oxford-street for a time, in another five years you will require to have in Oxford-street as many trams as there have been in it. At present you could relieve that street

during portion of the day. The agitation for this extension has been going on for ten or twelve years, and periodically the Council receives petitions in favour of it. At present the people have either to go to the Crown-street terminus or get out at Todman-avenue, and they have a fair walk to get to their homes. This tramline would go right through the settled portion, and would enable a good many people who use Anzac-parade for shopping to go into Kensington. You will get that added revenue from those who would use the tram to go to the Anzac-parade shopping centre. There are the British-Australasian Tobacco Works there. There are four factories on that block, namely, the British-Australian, the States Tobacco Company, W. D. and H. O. Wills, and S. D. Leigh and Company. They employ a tremendous number of persons who, in order to get to a tram on a wet day have to walk either to Crown-street terminus or to the Robertson-road stop on the Coogee line. If you go to the Robertson-road stop about 5 o'clock in the afternoon you will see the girls tramping over the hill in Moore Park, and you will appreciate their position on wet days. You would get all that revenue from the main gate if you had a tram for them, and possibly the number of people engaged in those factories would become a denser population than in the other part of Kensington. Workmen's homes are being built around the outside of the block, and workmen are being put into those houses. They are built along Duke-street frontage and a portion of Balfour-road, and I understand they are to be continued right along Balfour-road, and also in Todman-avenue, which would be right on the route of the proposed tram. You would also provide a way in which the people, all out through La Perouse and Long Bay district, would be able to get to and from their homes on race days and other days without being interfered with to any great extent by the travelling sporting public, because they would be taken right away from the Agricultural Ground and the Cricket Ground. There is no gate anywhere handy for the sporting public to get in. They could get in at Ascot-street, but you will find they would not travel that way to any large extent. At present it is absolutely impossible to get out of town on a race day or a cricket day. When people are knocking-off on Saturday afternoon they have to wait half an hour or more before they get a tram, because the trams are loaded with people going to the races or the Sports Grounds. The proposed line would run right round those grounds, and would thus relieve that portion of the municipality.

45. Where do the people live who you say at present get off at the Crown-street terminus?—In West Kensington—Dowling-street, Lenthall-street, Baker-street, Milroy-avenue and McDougall-street.

46. What would be the maximum distance from the Crown-street terminus such people have to walk?—To the extreme end of Dowling-street is a little more than half a mile.

47. If those people took the other tram on the Kensington side, what distance would they have to walk?—The best part of a mile. Their best tram at present is Crown-street.

48. Do you advocate a through tram to Daceyville?—It would be a great advantage.

49. How far out does the congestion exist at present?—Gardiner's road.

50. Beyond Gardiner's-road, is there still opportunity for building?—There are acres of land unbuilt on there. It has been subdivided as far as the Labour Farm, and out that way, but south of Maroubra Bay road only a very small area has been subdivided. The Government is at present subdividing land and selling it. The growth of population has been rapid, and there is great scope for building there. In another five years the tram lines will not be able to carry the resident population.

51. What is the state of the traffic other than during business hours?—It is fairly good. There are slack periods, but I think it compares well with the traffic on any other line in the suburban area. I have not noticed congestion during ordinary hours.



Witnesses—W. K. Percival, 18 June; and E. J. Doran, 3 July, 1924.

52. Does the Department run double or single trams on the line during business hours?—Both double and single; I should say an equal number of each. If every tram was double it would certainly improve the situation.

53. There are pleasure resorts out that way?—Long Bay and La Perouse. The holiday traffic is very heavy, and it is becoming heavier on account of the laying-out of Maroubra. The proposed line would largely relieve the pressure of holiday traffic. It would help the traffic from the railway.

54. Where would the extra population come from to serve this extension?—Anywhere to the south of High-street. North of High-street, in Kensington proper, where it is proposed to construct the line, there is some vacant land, but nothing like the area there is on the south.

55. You say this line would serve the Kensington people particularly, and would leave the other trams to carry the people from the outlying parts?—Yes.

56. Do you advocate the line both on the ground of relief of congestion, and provision for future development?—Yes. Regarding the suggestion to use the proposed line as a further tram to get to the racecourse, I would not advocate

any line along Sloper-street. I would prefer going along Anzac-parade to Ascot-street, because if a tram is laid along Sloper-street, the racecourse people would put a gate at Sloper-street. We would be better without that.

57. It has been suggested that the line should go to High-street?—If you take it to Gardiner's-road, it would be beyond the present section at High-street, but it would help to relieve a lot of the trouble. It is about a quarter of a mile from High-street to Gardiner's-road. It would be a short distance, but it would be a convenience. The present section at High-street lands you nowhere—between two racecourses, and you have to go 400 or 500 yards before you come to house. Then you get the South Kensington settlement. If you took the tram to Gardiner's road, you would get right through that settlement, and would serve all the people there.

58. *Chairman.*] Your council advocated a line along Dowling-street to Lenthall-street?—We were advocating that on behalf of residents who thought it would be a good line, but they have now come to a common understanding, and advocate Todman-avenue. The present proposal will meet their requirements.

#### THURSDAY, 3 JULY, 1924.

Present:—

THE HON. W. T. DICK (CHAIRMAN).

THE HON. JOHN TRAVERS.  
THE HON. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.  
BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Tramway from Crown-street Terminus, *via* Todman-avenue, to the La Perouse Line at Anzac-parade.

Edward John Doran, Tramway Traffic Manager, Department of Tramways, sworn, and examined:—

59. *Chairman.*] You have a statement to make with regard to the proposal before the Committee?—Yes, as follows:—

PROPOSED TRAMWAY FROM CROWN-STREET TERMINUS, *VIA* TODMAN-AVENUE, TO THE LA PEROUSE LINE IN ANZAC-PARADE.

The proposal to construct an extension of the Crown-street tramway from its present terminus *via* Todman-avenue to the La Perouse line, a distance of 60 chains, was first considered by the Chief Commissioner for Railways in 1912, as a result of a request made by the Public Works Department for an estimate of the cost of power and feeders. This cost at that time was estimated at £4,150. By direction of the Chief Commissioner, however, the Under-Secretary, Public Works Department, was informed that the proposal to construct the tramway was considered premature, and that the matter should be allowed to stand over.

In July, 1914, the Tramway Proposals Committee gave consideration to this proposed extension, and on 21st July, 1914, the chairman of the committee submitted a report in which it was indicated that the committee had visited the district, taken evidence from a number of persons interested, and had inspected the route. It was pointed out that the committee had no hesitation in recommending for the immediate and favourable consideration of the Minister for Works the construction of an extension of 30 chains, and it was suggested that the matter be referred to the Chief Commissioner for Railways for an expression of opinion as to the probable revenue and expenditure involved.

The matter was accordingly referred to the Chief Commissioner for Railways, and on 25th September, 1914, by his direction a reply was forwarded to the Director-General of Public Works, an extract from which reads as follows:—

"The following figures show the estimated cost of construction and the estimated annual expenditure:—

"*Estimated Cost of Construction.*

"Estimated cost of construction as furnished by the Director-General of Public Works, £7,024; power and feeders, £1,325; total, £8,349.

"*Estimated Annual Expenditure.*

"Interest on cost of construction (£8,349), at 4 per cent. per annum, £334; working expenses, £266; total, £600.

"An additional fare for the increased distance could not well be charged, and it is difficult to forecast the increased revenue. No doubt the facilities afforded by the construc-

tion of the line would, within a short time, result in increased traffic, but in view of the uncertain financial position now existing, the Chief Commissioner does not consider that the proposal should at present be favourably entertained."

In September, 1915, an alternative proposal was submitted for an extension of the Crown-street line *via* Todman-avenue, Baker, Virginia, and Lenthall streets, terminating in the latter street, situated on the southern side of Kensington. The distance under this proposal was 69 chains.

As no estimate of the cost of construction was furnished by the Public Works Department, however, a report as to the probable financial result of the proposal was not submitted; but it was pointed out that this route would not be so suitable from a tramway point of view as the route *via* Todman-avenue to the La Perouse line.

In September, 1916, the managing director of the British-Australian Tobacco Company submitted a suggestion for an extension of the Crown-street tramway for a distance of a few hundred yards along Todman-avenue for the convenience of employees of the tobacco works. In view, however, of the fact that the question of an extension of this tramway to the La Perouse line *via* Todman-avenue was already under consideration, the suggestion was not entertained.

In June, 1920, owing to the congested traffic conditions existing at the junction of Dacey-avenue and Anzac-parade, and at the junction of Cleveland-street and Anzac-parade, during return traffic from the Randwick Racecourse, consideration was given by the Railway Commissioners to the question of a new route for trams to the Central Railway Station by laying in a connection from Ascot-street to the down La Perouse line, and thence *via* Todman-avenue to the terminus of the Crown-street line.

The proposal provided for an extension of both up and down tracks from the intersection of Dowling-street and Todman-avenue (where the Crown-street tramway at present terminates), *via* Todman-avenue to Anzac-parade, where they would connect with the up and down La Perouse line, a distance of 59½ chains; and for an extension of the up track to the Randwick Racecourse line in Ascot-street, *via* Sloper-street and Doncaster-avenue; a total distance of 79½ chains.

The proposed extension of the Crown-street line *via* Todman-avenue, to the existing La Perouse line would form part of that scheme, the total cost of which, inclusive of overhead wiring, resumptions, &c., was estimated in 1921 at £31,212.



Witness—E. J. Doran, 3 July, 1924.

In January, 1922, the Railway Commissioners directed that in view of the large amount involved and the unsatisfactory financial position, the matter was to stand over.

In April, 1923, a request was received from the Under-Secretary, Public Works Department, for a report upon another proposal, viz., to construct a tramway from the present Crown-street terminus, *via* Dowling-street to Epsom-road, a distance of approximately 48 chains, consequent upon representations made by the Randwick Municipal Council.

In June, 1923, a report was accordingly submitted on this proposal; an extract from which is as follows:—

"An inspection has been made of this locality, and it is found that the whole of the population to be served is confined to the eastern side of Dowling-street; the western side being bounded for its whole length by the Victoria Park Racecourse; while the land on the southern side of Epsom-street is mostly comprised of sandhills.

"The residential area on the eastern side is fairly thickly populated, and contains approximately 290 houses. The majority of the people concerned, however, are within easy walking distance of the Crown-street or Kensington lines, and no doubt at present make use of either of these services.

"In view of the short length of the proposed extension, viz., 48 chains, it would not be practicable to create an additional fare section in the event of this line being constructed, but it would be necessary to extend the existing second section, *i.e.*, between Crown and Campbell streets Junction and Todman-avenue, 148 chains, to the new terminus, so that no additional revenue would result.

"Under the circumstances, the Commissioners are unable to recommend this proposal for favourable consideration, but it may be pointed out that in connection with the provision of relief for the Kensington line, and to facilitate the handling of return traffic from the Randwick Racecourse, a proposal has been under consideration for some time involving the construction of a line from the existing Crown-street terminus *via* Todman-avenue to the La Perouse line in Anzac-parade . . . and it is considered that when this connection is constructed it will better serve the vicinity than the proposal put forward by the council. . . ."

In July, 1923, a deputation from the Randwick Municipal Council waited upon the Minister for Works in regard to this proposal (extension *via* Dowling-street to Epsom-road), and the deputation was informed by the Minister that the Railway Commissioners considered that the Todman-avenue proposal would better serve the vicinity than the proposal put forward by the council.

In September, 1923, the Under-Secretary, Public Works Department, asked for a statutory report on the proposed tramway extension from Todman-avenue to West Kensington (present proposal), and on 13th December, 1923, the Railway Commissioners furnished a report to the Minister for Public Works, an extract from which is as under:—

"The proposed extension commences at the intersection of Todman-avenue and Dowling-street (terminus of the Crown-street line), and provides for a double track for a distance of 65 chains *via* Todman-avenue to Anzac-parade, where it would junction with the existing Kensington-La Perouse line.

"This extension would enable the Crown-street service to be extended to Anzac-parade, and would provide a considerable amount of relief to the La Perouse service, which is heavily taxed during business hours, but in order to secure this result it would be necessary to extend the second fare section from Crown-street terminus to Anzac-parade, for the reason that the second fare section on the La Perouse line terminates at High-street, which is 30 chains beyond the point at which the proposed line would junction with the La Perouse line.

"The people in the vicinity of the proposed extension are within reasonable walking distance of, and already served by, either the existing Crown-street or La Perouse lines, and in view of this it is considered that the additional revenue to be obtained over the proposed extension would not exceed £500 per annum.

"The estimated cost of construction, annual expenditure, and annual revenue are summarised as follows:—

<i>Estimated Cost of Construction.</i>	
Estimated cost of construction, including overhead wire, power, and feeders . . . . .	£ 24,680
<i>Estimated Annual Expenditure.</i>	
Interest on cost of construction (£24,680) at 5½ per cent. . . . .	1,357
Working expenses . . . . .	7,073
	8,430
<i>Estimated Annual Revenue.</i>	
Estimated annual revenue . . . . .	500
Difference . . . . .	£7,930

"In view of the estimated loss and the existing financial position, the construction of this connection is not recommended at present."

In addition to providing ordinary traffic facilities, the proposed extension would make available an alternative route for operating return racecourse traffic to the Central Railway Station, which would admit of the present Racecourse—Railway route *via* Dacey-avenue and Baptist-street being used by trams proceeding from the racecourse to Circular Quay, thereby providing relief which is urgently required.

At the present time trams proceeding from Randwick racecourse to the Railway travel *via* the third road in Anzac-parade, thence *via* Dacey-avenue, Dowling-street, Phillip-street, Baptist-street, and Cleveland-street, whilst trams from Circular Quay proceed *via* Anzac-parade, crossing at the intersection of Allison-road and Anzac-parade, and the main line.

The vehicular traffic at this point during return race traffic, especially on big race days, is particularly heavy, as many as 1,540 motor cars and 280 horse vehicles—at total of 1,820 vehicles—crossing at this intersection. This results in trams being frequently held up, and considerable delays occur. On such days upwards of 226 train cars are despatched from Randwick Racecourse after the finish of the last race, to Circular Quay, and 370 to the Railway, and not only are the heavily loaded trams for Circular Quay held up by the vehicular traffic at the intersection of Allison-road and Anzac-parade, but empty trams proceeding to the racecourse are also held up at this point by the procession of "Circular Quay" trams from Anzac-parade to the main line. Difficulty is consequently experienced in maintaining a satisfactory flow of cars into the racecourse sidings to meet traffic requirements.

The construction of the proposed tramway together with the connection from the racecourse exit *via* Doncaster-avenue and Sloper-street into Todman-avenue would enable the whole of the "Railway" trams to be returned by this route, thus leaving Dacey-avenue free for the trams returning to Circular Quay, which would proceed *via* Dacey-avenue, Dowling-street, Phillip-street, Baptist-street, and Crown-street. This would remove practically the whole of the difficulty at present experienced in dealing with the return traffic from the Randwick racecourse.

It should also be mentioned that there are eighteen race meetings held at Kensington Racecourse annually, and that the proposed line will afford an alternative route for dealing with traffic which at the present time is carried *via* Anzac-parade Junction, where the congestion at times, owing to different fixtures being held on the one day in this district, is most acute. For instance, on Saturday last an important football match took place at the Sydney Cricket Ground. A race meeting was held at Randwick, and the polo gymkhana was held at Kensington Racecourse. Two hundred and thirty cars had to be supplied for the Randwick Racecourse. They were worked in with the Sydney Cricket Ground, for which we had 200 cars; and there were twelve cars in connection with the polo gymkhana. They all worked in on one road to Circular Quay, and on the other side to the Railway. On these lines during the ordinary portion of the day we have a 5-minute service running out to Kensington and Maroubra, and we get down to a 2½-minute service during the busy hours. When the Kensington race meetings are held, all those cars have to go right along Oxford-street and down Elizabeth-street. Sometimes the races are late in finishing, and we have very great difficulty in working those cars back into the city. They have to take their places on the various lines along Elizabeth-street, George-street, and so on. A big relief would be afforded on ordinary days to send some of the cars on that road which we are now running to Long Bay, so as to get them away from the racecourse traffic.

60. In view of the congestion which evidently exists in a marked degree, the question of revenue from this line does not loom so largely?—No; provided we get the connection from the railway across.

61. What is the length of the Ascot connection?—About 24 chains.

62. That general relief which you anticipate, cannot be fully obtained without the Ascot connection?—No.

63. What is the estimate of cost of the Ascot extension?—£5,641, without resumpions, I take it. The resumpions when the cost was got out, I think, amounted to about £1,150.



64. What would be the total distance of new line?—We estimated it at 65 chains over the new track to Todman-avenue.

65. Is the 65 chains on the basis of a double track?—Yes.

66. Half of that would be the actual distance?—No, the actual distance is 65 chains. For the Ascot connection we only provide a single track.

67. That is why the cost is so much less per chain than the other?—Yes.

68. What has been the financial position of the tramway system as a whole during the last three years?—The electric system has been satisfactory.

69. Would the annual loss of £8,000 be a serious matter to the Tramways as a whole?—No; there would only be interest on that at 5½ per cent. It would not be a serious loss for the amount of convenience it would afford.

70. You think it is worth the money to the Department and the public?—Yes.

71. *Mr. Burke.*] Are steam trams a paying proposition?—None of them.

72. The proposal now before us will be a losing one, but in the interests of the service generally the congestion should be relieved?—Yes. It would be money well spent, provided there was money available.

73. *Mr. Travers.*] How does the last section of the tramway which now terminates at Todman-avenue pay?—We do not keep it sectionalised, but it is one of the best lines we have. So much so that we are proposing now to increase the service there. That line serves right out to Maroubra Bay and Daceyville. The growth of traffic on that line is extraordinary.

74. The additional revenue which you would get on the proposed line is set down at £500; and the working expenses at £7,073. Do you charge the working expenses over the whole of the different sections, and only give the new line credit for the additional traffic?—The new line only. We propose to extend the Crown-street terminus down to the junction.

75. Do you actually incur £7,073 extra working expenses on that short length of line?—That is on a mileage basis. Taking the tramway as a whole on a mileage basis, it works out at 23d. per mile.

76. The average mileage cost?—Yes.

77. Then you are only crediting this new section with the additional amount of revenue it will bring?—That is all, because we do not know what revenue we will get, as there will be no extra fares.

78. The position really is that while you are charging the average working expenses on a mileage basis for the whole of the city tramways, and that affects this line, you are not giving this line any credit for the revenue which already exists on the existing section?—No.

79. According to your report, the working expenses in 1914 were only estimated at £266. If the same principle were adopted then in regard to the charging of working expenses, as is adopted now, that amount would be considerably higher?—Yes. I could amplify that report, if necessary.

80. Your considered opinion is, that apart altogether from any revenue that this line might create, it is necessary, in the interests of the working of the tramway system, so far as it affects that particular area?—Yes, and afford much relief to the traffic.

81. The trams running to Randwick and Coogee on race days are pretty well filled, are they not?—Yes.

82. Would the proposed line in any way affect those lines?—It would give those cars a quicker passage through Oxford-street.

83. Would it mean that you would be able to take some cars off that now run on the Randwick-Coogee section on race days, and utilise them on this line?—No. We would still have to go round that way. We have no difficulty in taking them out unless they get foul of the ordinary

trams in Moore Park. Ordinarily we have no difficulty in taking people out; it is in taking them home our difficulty arises.

84. Do you recommend the immediate construction of this line?—We could hardly say that. We are guided by finance. If the finances permit of the construction of the line it would be a great relief to us. When the Show Ground and the Racecourse traffic is being worked together, we have a very anxious time. The Chief Commissioner once thought of putting in an overhead bridge there to relieve the traffic. It is a very dangerous spot on Easter Saturday and Easter Monday, and other days when dual sports are being held.

85. Have any accidents happened there?—No, because we have an army of officers, as well as police, to protect it.

86. Would you be able, in the event of this line being constructed, to relieve those officers for other duty?—Yes.

87. There would be a saving in that respect?—Yes.

88. That would be an indirect profit to the Department?—Yes. We have on occasions like that to temporarily elevate a number of men to positions of authority at those places. We could do without them in the new set of circumstances.

89. *Mr. Drummond.*] With regard to the question which has been raised at various times as to the effect of the 'bus competition on the tramway service, can you say whether the electric trams are successfully competing with the 'buses in Newcastle?—Yes, definitely.

90. I recognise that there were special circumstances operating there; the old trams were obsolete, and the 'buses were getting most of the traffic?—We completely equipped the Mayfield line. We had five steam trams running there, with a maximum of fifteen cars, three on each tram. A day's revenue under the steam conditions would amount to about £50 a day. We have no more cars running, but we have separate units giving a quicker service. Formerly there was a twenty-minute service, and now we are giving a five-minute service on a certain section, and we are receiving £160 a day. On the Broadmeadow line, where we can only run a small service of electric trams, we have six cars, and take £30 a day on those trams alone.

91. What was the previous return?—We have to take the whole lot in that case. We do not know how much it was with the steam, but the revenue generally has increased considerably as a result of the quicker service. On the Merewether Beach line, we run one car a day to Parry-street. It works in with the ordinary steam service, and gives a fifteen-minute service. We take £4 a day.

92. I notice that the Burnie safety-cars are used on the Victorian tramway. That was the type of car you suggested for lightly-loaded traffic?—Yes.

93. In regard to this proposal, do the 'buses run in competition with the tram service?—Yes.

94. Do you suffer any loss in respect to the tramway by the 'bus competition getting away more quickly at the stoppages?—No. The 'bus travellers come from different parts of the suburbs, and the 'buses to them are a very great convenience. By the tram they will have to go to town and tranship to some other tram, whereas a 'bus may run to Newtown, Marrickville, or Darlinghurst.

95. They do not compete with you on the main trunk line?—Not to any extent.

96. I take it you really regard this line in much the same way as the building of an additional platform to handle traffic at a railway station?—Yes.

97. It is purely an additional convenience to handle local traffic?—Yes.

98. *Mr. Doe.*] If the rumour that the Randwick racecourse is likely to be sold and the racing operations transferred to some other place, such as Warwick Farm, be correct, would that make any difference to the value of the proposed line? In other words, would that large area where the racecourse is situated, used for home allotments



Witness—E. J. Doran, 3 July, 1924.

and built upon, give you an even better revenue than the racecourse does?—We would look upon that line as being essential to the relief of the Long Bay line independently of the racecourse.

99. If the racecourse is likely to be sold, will that affect your opinion with regard to this line?—No.

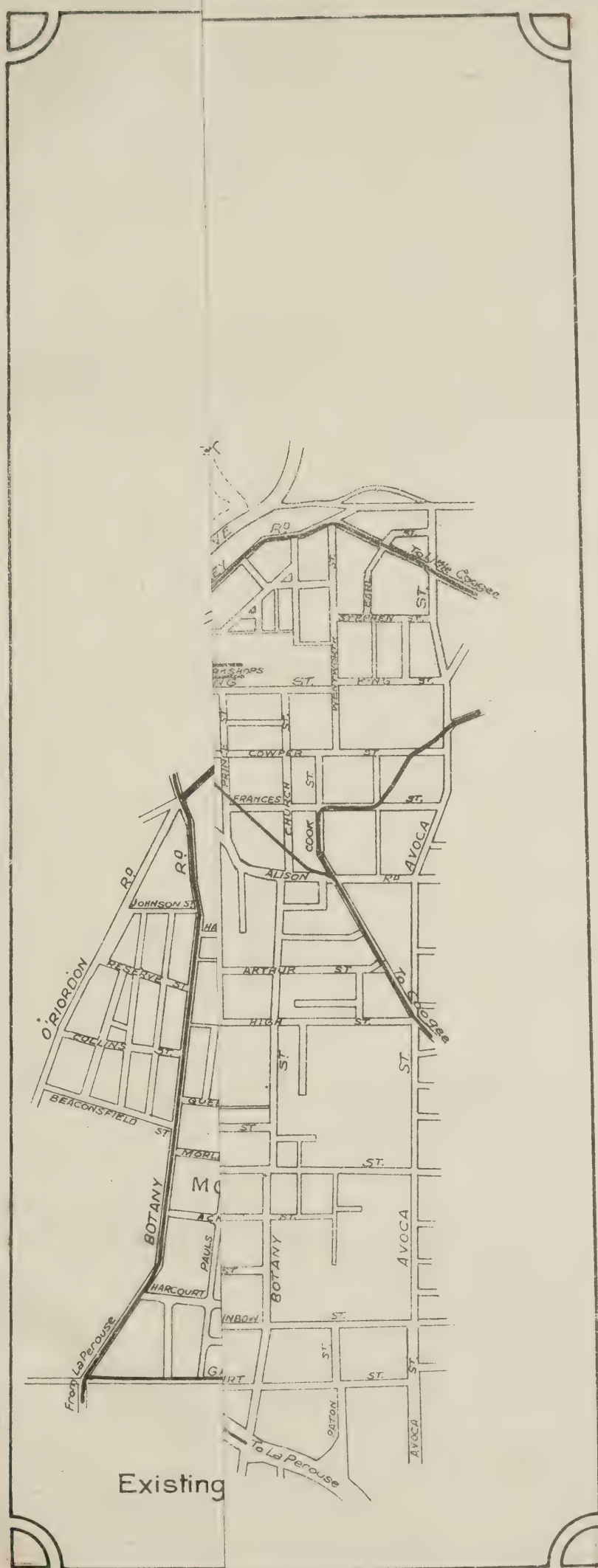
100. It would be as valuable without the racecourse as with it, assuming the land is utilised for homes?—Yes.

101. There is no compensation to be paid for resumptions on the proposed line; the line runs on a road?—Yes.

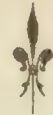
102. *Mr. Burke.*] What is your opinion with regard to the railless tram?—I do not think it would be of any service to Sydney. In the first place the track is more expensive than the tramway track, because you have to go from kerb to kerb, whereas, with a single track line, we have only to look after 18 inches outside each side of the 4 feet 8½ inch line. With a trackless trolley the whole street would have to be in the same condition.

103. *Mr. Travers.*] What is the expenditure and the revenue per car mile?—Roughly the revenue is 2s. 6d. and the expenditure 1s. 11d.

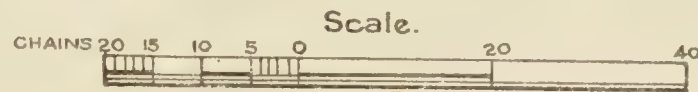








N.S.W. TRAMWAYS  
Proposed Tramway  
via  
TODMAN AVENUE  
Dowling Street to Anzac Parade



Existing Tramways: — Proposed Tramway: - - -



1924.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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PARLIAMENTARY STANDING COMMITTEE ON  
PUBLIC WORKS.

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REPORT

TOGETHER WITH

MINUTES OF EVIDENCE

RELATING TO THE

PROPOSED TRAMWAY FROM NARRABEEN  
TO MONA VALE.

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Presented to Parliament in accordance with the provisions of the Public Works Act,  
3 Geo. V No. 45.

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*Ordered by the Legislative Assembly to be printed, 1 July, 1924.*

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MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable WILLIAM THOMAS DICK, Chairman.  
The Honorable JOHN TRAVERS.  
The Honorable ROBERT MAHONY.

LEGISLATIVE ASSEMBLY.

FRANCIS MICHAEL BURKE, Esquire, Vice-Chairman.  
WILLIAM CAMERON, Esquire.  
BRIAN JAMES DOE, Esquire.  
DAVID HENRY DRUMMOND, Esquire.

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# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## TRAMWAY FROM NARRABEEN TO MONA VALE.

### REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the Second Session of the present Parliament, under the Public Works Act of 1912 (3 George V, No. 45), and the Parliamentary Standing Committee on Public Works Election Enabling Act of 1922 (13 George V, No. 19), to whom was referred for consideration and report "The expediency of Constructing a Line of Tramway from Narrabeen to Mona Vale," have after due inquiry resolved that it is not expedient the proposed tramway be constructed; and in accordance with subsection (d) of clause 34 of the Public Works Act of 1912, report their resolution to the Legislative Assembly:—

#### INTRODUCTORY.

1. The submission of the proposal to construct a line of tramway from Narrabeen to Mona Vale is practically a re-reference of portion of a proposed extension from Narrabeen to Pittwater referred to the consideration of the Committee in December, 1921. The inquiry was opened, but had not been completed when the dissolution took place in February (1922). Subsequently the Warringah Shire Council asked that the matter should be submitted to the Committee as an extension to Mona Vale instead of to Pittwater, and this was done on 22nd November, 1922.

The question of extending the Narrabeen tram line has been before the Public Works Department for the past ten years. In 1913 a deputation was informed that the line would be extended as soon as funds were available. Two years later a survey was made for an extension to the 11-mile peg—a distance of 3 miles 73 chains from Narrabeen Bridge. In a report regarding this extension, the Railway Commissioners expressed the opinion that the construction of the line at that time (1917) would be premature. In any case, they considered the proposed terminus unsuitable, and suggested that the line should either terminate at Mona Vale (Rocklily), a distance of 4 miles 40 chains, or be carried right into Newport.

Regarding a tentative proposal made in 1919 to the then Minister (Hon. R. T. Ball) by the President of the Warringah Shire Council, that the owners of land benefited by the proposed tramway should contribute a sum of £10,000 towards the cost of the line, the Commissioners were of opinion that in view of the fact that local land values would probably increase enormously, it would not be unreasonable to impose upon owners some share of the cost of a facility that would tend to improve the value of their property by a far greater amount than the sum suggested.

Following on a change of Government in April, 1920 the matter was reviewed by the Minister (Hon. J. Estell), and by his direction the Railway Commissioners were asked for a statutory report on the line from Narrabeen to Pittwater, with a view to referring the proposal to the Public Works Committee.

The report was furnished and the proposal was submitted to the consideration of the Committee on 22nd December, 1921, but on account of the dissolution of Parliament the inquiry as indicated above was not completed.

#### THE PROPOSED LINE.

2. The proposed tramway commences at the terminus of the existing line at Narrabeen and proceeds across the Narrabeen lagoon, taking a northerly direction along Pittwater-road to Mona Vale, a distance of 2 miles 41 chains; thence it proceeds through private property for a distance of about 15 chains.

ESTIMATED



## ESTIMATED COST.

3. The estimated cost of construction, including overhead wiring, power and feeders, staff apparatus, &c., for a single track with three loops, 2 miles 41 chains in length, was £50,798. This was subsequently increased as the result of the inauguration of the forty-four hours as against forty-eight hours work per week to £52,018.

## ESTIMATED REVENUE AND EXPENDITURE.

4. The annual expenditure is estimated at £7,461, and is made up of £2,861, interest at  $5\frac{1}{2}$  per cent. on the cost of construction, and £4,600 working expenses.

The estimated annual revenue is £2,500, a difference on the debit side of £4,894.

The working expenses are based on the provision of an hourly service on ordinary days, and a quarter-hourly service on summer Sundays and holidays.

In a report upon the estimated revenue, the Railway Commissioners point out that a careful check has been made on the traffic passing over the route between Manly and Narrabeen on typical days, and from these figures, in conjunction with a review of the traffic carried to Narrabeen, and allowing for a reasonable increase which would be promoted by a tramway service, it is estimated that the revenue would not exceed the amount stated.

## OFFICIAL OBJECTIONS TO PROPOSAL.

5. In their statutory report upon this proposal the Railway Commissioners draw attention to the losses on the Manly lines between 1918 and 1922, amounting to £49,047, and express the opinion that the extension of the line should be deferred for the present, particularly as there are a number of other localities urgently in need of tramway construction.

Reference is also made in the evidence of the Tramway Traffic Manager to the conditions prevailing since the Manly-Curl Curl line was opened with steam traction in 1903. There has, he states, been a consistent annual loss on the Manly lines, and for the last financial year ended 30th June, 1922, the loss amounted to £13,132. The total loss since their inception amounts to £107,177. These figures include the Manly-Spit section (opened for traffic on 9th January, 1911), as they are not kept separately.

The following table shows the financial position of the Manly district trams since their inception —

Year.	Loss.	Mode of Traction.	Extensions.
	£		
1903	472	Steam	Opened to Curl Curl.
1904	463	Horse	
1905	272	"	
1906	266	"	
1907	512	Horse and Steam	Extended to Brookvale. Manly-Spit line opened. Extended to Collaroy Beach. Extended to Narrabeen.
1908	1,063	Steam	
1909	1,007	"	
1910	2,045	"	
1911	3,321	Steam and Electric	
1912	5,369	Electric	
1913	5,326	"	
1914	7,117	"	
1915	13,518	"	
1916	8,289	"	
1917	9,090	"	
1918	7,267	"	
1919	9,912	"	
1920	8,070	"	
1921	10,666	"	
1922	13,132	"	
Total ...	107,177		

(It has to be noted that the loss for the twelve months ended June, 1923, has been reduced to £5,564.)



## THE COMMITTEE'S INQUIRY AND CONCLUSION.

6. In connection with this proposal the Committee have given consideration to the question of the development of traffic as the result of tramway extensions in the Manly district. Under present conditions the Manly trams cater more for a week-end or tourist traffic than for permanent residents, and although the number of passengers carried is increasing, the increase occurs only at irregular intervals, and is dependent upon the condition of the weather.

The official experience, which the Committee have verified by personal inspection, is that where the tramways have been extended, population has not followed to the extent expected. Large areas of land along the route to Narrabeen and adjacent to the terminus have not yet been settled upon; and the dwellings that have been erected are occupied principally by holiday makers during the summer months of the year, and not by residents likely to create permanent traffic.

The Committee have obtained information from the Tramway Traffic authorities regarding the following methods of transport as compared with the ordinary electric tramway:—(1) Electric accumulator cars; (2) the conduit system; (3) railless electric cars; (4) surface contact system; (5) petrol cars; (6) petrol-electric cars; (7) motor-buses; and (8) one-man electric cars. Of these the latter are regarded as the most suitable for use where the traffic is not congested.

Of the 274 motor-buses running in Sydney and suburbs, and 43 at Newcastle, 178 are competing with the tramways, 62 with the railways, and 70 acting as feeders to either railways or tramways. Most of these buses are individually owned and worked, and it is apparent that if the Department undertook the running of buses a regular service would be demanded, and the maintenance and repair costs would be on a maximum instead of a minimum scale. It would, in fact, be necessary to provide an equivalent to two and a half drivers and two and a half conductors per bus per day, viz., one set for the morning and one for the evening shift, with additional staff for intermediary relief, overtime, annual holidays, sick leave, and meal relief, together with a supply of uniforms—conditions which do not apply to the individually-owned motor services. Apart from this, for the use of motor-buses considerable outlay would be necessary to put the roadways in good order.

It has been pointed out in evidence that at present the Department's maintenance costs are being seriously increased by the fact that advantage is taken by motor-bus drivers of the improved condition of the thoroughfares along which tramlines are laid, and which in the majority of cases are double tracks. The total cost of maintenance during the last financial year was £528,207.

The one-man tram-car appears to be highly suitable for use in other than crowded or congested thoroughfares, and in districts where the cost of operating the ordinary two-man car would be prohibitive. The evidence indicates that this class of car in outlying portions of American cities is on the increase, and is being used not only in sparsely inhabited places, but also as a means of relief to the rush-hour traffic in larger cities. In addition to economic handling, safety features are introduced into the one-man car, inasmuch as doors are opened and closed with the stopping and starting of the tram respectively, and should the motorman become incapacitated the power is automatically cut off, and the brakes applied in emergency position.

The cost of operating cars of this type, several thousands of which are in use in America, is stated by the Tramway Traffic Manager to be 40 per cent. less than the ordinary two-men tram-cars.

The data supplied to the Committee shows that the one-man car would not meet the requirements of the proposed line for the greater part of the year, and that the adoption of the dual system of conveyance would not materially reduce the estimated annual loss.

In view of the circumstances mentioned, and the heavy annual loss entailed upon the extensions already in operation, the Committee are of opinion that the construction of the proposed tramway is not justified.

## RESOLUTION



## RESOLUTION PASSED.

7. The resolution passed by the Committee is shown in the following extract from the Minutes of Proceedings:—

Mr. Cameron moved:—"That in the opinion of the Committee it is not expedient the proposed Tramway from Narrabeen to Mona Vale, as referred to them by the Legislative Assembly, be constructed."

Mr. Travers seconded the motion, which was passed.

W. T. DICK,  
Chairman.

Office of the Parliamentary Standing Committee  
on Public Works, 10th January, 1924.

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# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## MINUTES OF EVIDENCE.

### TRAMWAY FROM NARRABEEN TO MONA VALE.

WEDNESDAY, 29 NOVEMBER, 1922.

Present:—

THE HON. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.

BRIAN JAMES DOE, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to consider the expediency of constructing a line of Tramway from Narrabeen to Mona Vale

Thomas Bryce Cooper, Under Secretary Department of Public Works, sworn, and examined:—

1. *Chairman.*] Will you read the official statement regarding the proposed tramway?—Yes, it is as follows:—

#### PROPOSED TRAMWAY EXTENSION FROM NARRABEEN TO MONA VALE.

Estimated cost of construction, inclusive of overhead wiring, power and feeders, staff apparatus, &c., £50,798.

Length, 2 miles 41 chains; single track, with three loops.

Ruling grade, 1 in 17.

Sharpest curve, 70 feet radius.

On 22nd November, 1922, the Secretary for Public Works and Minister for Railways moved, in the Legislative Assembly, "That it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon the expediency of constructing a line of tramway from Narrabeen to Mona Vale."

Question resolved in the affirmative.

This proposed tramway commences at the terminus of the existing line at Narrabeen and proceeds *via* the Narrabeen Lagoon bridge in a northerly direction along the Pittwater-road to Mona Vale, a distance of 2 miles 41 chains, as shown on plans herewith.

A proposal for tramway extension from Narrabeen to Pittwater, of which the line now submitted is a portion, was referred by the last Parliament to the Public Works Committee on 22nd December, 1921. The inquiry was commenced by the late Committee, but was not concluded when Parliament dissolved in February, 1922.

On 3rd August, 1922, a deputation from the Warringah Shire Council waited upon the Minister (Mr. R. T. Ball, M.L.A.), to urge the construction of a tramway extension from Narrabeen to Mona Vale. The deputation included Dr. Arthur and Mr. Scott Fell, Ms.L.A., Councillor Parr (President, Warringah Shire), Councillors Quirk, Greenwood, Hunt, and others.

Reference was made by the deputation to the Narrabeen-Pittwater proposal as previously referred to the Public Works Committee, and it was asked that the matter should be re-submitted to the Committee as an extension to Mona Vale instead of to Pittwater, and that the evidence already given in connection with the Narrabeen-Pittwater proposal should be taken into account.

The Minister in reply said that he would refer the proposal to the Committee as from Narrabeen to Mona Vale.

The Railway Commissioners were then asked for an amended Statutory Report. This was furnished under date 11th November, 1922, and is as follows:—

#### PROPOSED TRAMWAY EXTENSION FROM NARRABEEN TO MONA VALE.

In accordance with the request of the Honorable the Minister for Railways and in pursuance of the provisions of the Public Works Act, 1912, the Commissioners beg to submit their report on the abovementioned proposal.

The proposed tramway commences at the terminus of the existing line at Narrabeen and proceeds *via* the Narrabeen Lagoon Bridge in a northerly direction along Pittwater-road to Mona Vale, a

† 8947—A

distance of 2 miles 41 chains. The sharpest curve is of 70 feet radius, and the ruling grade 1 in 17. The figures given below cover the construction of a single track with three crossing loops.

An inspection made of the route shows that there is comparatively little residential traffic to be served by this extension. There are a few dwellings within the first mile from Narrabeen, but beyond that point, and until Rocklily is reached, there is practically no population, whilst in the vicinity of Rocklily and Mona Vale the settlement is scattered and sparse.

The route traversed embraces large areas of suitable building land, but, in view of the distance from Manly and the comparatively high cost of travel, the Commissioners are of opinion that the prospects of this land being taken up for residential purposes to any material extent are remote, and that, in consequence, the ordinary week-day traffic would be very limited for many years to come, and the line would be dependent for its revenue on the tourist traffic at week-ends and on holidays.

The working expenses are based on the provision of an hourly service on ordinary days, and a quarter-hourly service on summer Sundays and holidays.

A careful check has been made of the traffic passing over the route between Manly and Narrabeen on typical days, and from these figures, in conjunction with a review of the traffic carried to Narrabeen and allowing for a reasonable increase which would be promoted by a tramway service, it is estimated that the revenue would not exceed £2,500 per annum.

The financial prospects of the proposal are as follow:—

Estimated cost of construction:—

Estimated cost of construction, inclusive of	£	£
overhead wire, power, and feeders.....	49,668	
Telephone, staff apparatus, bundy recorder, waiting-room, &c. ....	1,130	
		£50,798

Estimated annual expenditure:—

Interest on cost of construction (£50,798) at		
5½ per cent. ....	2,794	
Working expenses .....	4,600	
		7,394

Estimated annual revenue:—

Estimated annual revenue .....	2,500
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Difference .....

£4,894

In considering this proposal it must be pointed out that the losses on the Manly lines during the last five years have been as follow:—

	£
1918 .....	7,267
1919 .....	9,912
1920 .....	8,070
1921 .....	10,666
1922 .....	13,132

Total .....

£49,047

and in view of this the Commissioners are strongly of opinion that the extension of the line to Mona Vale should be deferred for the



Witnesses—T. B. Cooper, 29 November, and E. J. Doran, 7 December, 1922.

present, particularly as there are a number of other localities urgently in need of tramway communication.

The Common Seal of the Railway Commissioners for New South Wales was hereto affixed the 11th day of November, One thousand nine hundred and twenty-two, in the presence of,—

(L.S.) JAMES FRASER.  
J. H. CANN.

(Sgd.) W. JNO. MORRIS, Secretary.

I refer the Committee to the statement presented by me in connection with the previous Committee's inquiry into the Narrabeen-

Pittwater tramway proposal, the information given therein being also pertinent to the present proposal.

Since the work of railway and tramway construction passed over to the Railway Commissioners in 1917 the Public Works Department now submits to the Public Works Committee only the official statement on behalf of the Minister for Public Works, leaving it to the Railway Commissioners' officers to furnish details as to estimated traffic, and so forth.

THURSDAY, 7 DECEMBER, 1922.

Present:—

THE HON. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.  
DAVID HENRY DRUMMOND, ESQ.

The Committee further considered the expediency of constructing a line of Tramway from Narrabeen to Mona Vale.

Edward John Doran, Tramway Traffic Manager, sworn, and examined:—

2. *Chairman.*] I understand that you have prepared a statement respecting the proposed tramway extension?— Yes, it is as follows:—

PROPOSED TRAMWAY EXTENSION FROM NARRABEEN TO MONA VALE.

The question of extending the Narrabeen line to Mona Vale and Pittwater was first considered by the Railway Commissioners on representations made to the Minister for Works in April, 1917.

The proposal was to commence at the terminus of the existing line at Narrabeen and proceed across the Narrabeen Lagoon, and take a general northerly direction along Pittwater road, where it was to end at 3 miles 73 chains from Narrabeen and about 25 chains beyond the 11-mile peg.

It was estimated at that time that the cost of construction (to Pittwater) would amount to £58,086; annual expenditure, £5,493; annual revenue, £3,000; and annual loss, £2,493.

The Railway Commissioners in their report stated that the working of the existing tramways at Manly already resulted in considerable annual loss, and that, in view of the additional loss which would accrue from the construction of the proposed line, they were unable to recommend its construction.

They further pointed out that the location of the terminus was not well chosen, and that the line should either terminate at Mona Vale, a distance of 2 miles 41 chains from the existing terminus, or be carried right into Newport. It was shown that the cost of the proposed line was materially increased by the heavy grade approaching the terminus, shown on the plan, and it was suggested that an endeavour be made to obtain a route between the villages of Turimetta and Newport along the flat and around the foreshores of Pittwater.

As a result of this suggestion a further survey was made of an alternative route leaving the original trial survey at the 2 mile 51 chain peg in Pittwater-road and proceeding in a northerly and north-easterly direction along Bay View road and Mona-street, thence mostly through private property, skirting the foreshores of Pittwater to Queen-street, Newport, ending at 4 miles 69 chains from the existing tramway terminus at Narrabeen.

This route was unfavourably reported upon by the Engineer for Surveys as it would be more costly from a point of view of resumptions, as most of the line on the deviation would be through private property, and he was of opinion that the terminus should be located at Rocklily.

The length of the alternative proposal terminating at Rocklily was 2 miles 40 chains, and the cost of construction was, in 1918, estimated at £36,597; the annual expenditure at £3,505; annual revenue at £2,000; and the annual loss at £1,505. This proposal was adversely reported upon by the Railway Commissioners in January, 1918.

In April, 1919, a further estimate was prepared of the cost of the construction of a tramway extension from Narrabeen to Rocklily at the request of the Warringah Shire Council, as that body was desirous of obtaining definite information in order that it may, with ratepayers of the district, formulate and submit to the Works Department a scheme for the financing of the construction of the tramway. This was set down at £40,312.

Nothing further appears to have been done in the matter until October, 1920, when the Commissioners were asked for a report on the proposed tramway extension from Narrabeen to Newport, a distance of 4 miles 60 chains single track with five crossing loops. This was furnished, and is as shown on page 1 of the Minutes of Evidence given by Mr. T. B. Cooper before the Parliamentary Standing Committee on Public Works on 10th January, 1922, in which the estimated cost of construction was given as £91,720; annual expenditure, £11,606; annual revenue, £5,000; and annual loss, £6,606.

The Commissioners also stated in that report that they had carefully considered the advisability of constructing the proposed tramway, but, in view of the unfavourable financial prospects, and the fact that there was a number of other extensions which merited prior consideration, the time was not considered opportune to commence the work. It was added that the aggregate loss on the Manly lines during the last five years amounted to £42,628.

The estimates of cost of construction, annual expenditure, and annual revenue have not since been revised.

In August, 1922, the Railway Commissioners were asked to furnish an amended Statutory Report on the proposed Narrabeen to Mona Vale Tramway Extension, and in the report, which was furnished on 11th November, 1922, it was shown that the proposed line commenced at the terminus of the existing line at Narrabeen and proceeded *via* the Narrabeen Lagoon Bridge in a northerly direction along Pittwater-road to Mona Vale, a distance of 2 miles 41 chains. The sharpest curve was of 70 feet radius, and the ruling grade 1 in 17. The estimated cost of construction was £50,798; the annual expenditure, £7,394; annual revenue, £2,500; and the annual loss, £4,894.

These figures covered the cost of construction of a single track with three crossing loops.

The present proposal was brought about by a deputation to the Minister for Public Works on 3rd August, 1922. An inspection of the route showed that there was comparatively little residential traffic to be served by this extension. There were a few dwellings within the first mile from Narrabeen, the occupants of which are reasonably served by the existing tramway terminating at Narrabeen, but beyond that point and until Rocklily is reached there is practically no population, whilst in the vicinity of Rocklily and Mona Vale the settlement is scattered and sparse. It is estimated that the population in the vicinity is approximately 2,000.

The route traversed embraces large areas of suitable building land, but the prospects of this being taken up for residential purposes to any material extent are remote, and, in consequence, the ordinary week-day traffic would be very limited for many years to come. The principal revenue would be derived from tourist traffic at week-ends and on holidays.

A careful check of the traffic passing over the route between Manly and Narrabeen on typical days has been made, and from these figures, in conjunction with a review of the traffic carried to Narrabeen, and allowing for a reasonable increase which would be promoted by a tramway service, it is estimated that the revenue would not exceed £2,500 per annum.

There is very little habitation beyond Mona Vale to Newport. There is a small settlement at this place. There is also a settlement at Palm Beach, about one mile further on. This place is also used principally by week-enders.

The Commissioners are of opinion that if the extension were agreed to the loss on the Manly lines would become a heavy burden. The tramways were first introduced at Manly in 1903, and the conditions since then have been as follow:—

On 14th February, 1903, the Manly line was opened with steam traction, and only ran for five months, when the steam trams were withdrawn and horse traction substituted.

On 30th September, 1907, steam traction was reintroduced.

During the period from 1903 to 1909 trams ran only from the Manly Pier to Curl Curl, and each year showed a loss—under both steam and horse traction—varying from £266 to £1,063.

On 20th April, 1910, the line was extended to Brookvale, and for the year ended 30th June, 1910 (ten weeks of which the line was running to Brookvale), the loss was £2,045.

On 1st May, 1911, the line was converted to electric traction, and for the year ended 30th June, 1911 (two months of which electric traction was in operation), the loss was £3,321, and for the following year the loss was £5,369.

On 3rd August, 1912, the line was extended to Collaroy Beach, and the loss for the year ended 30th June, 1913 (eleven months of which the line was running to Collaroy Beach) amounted to £5,326.



On 8th December, 1913, the line was extended to Narrabeen, and the loss for the year ended 30th June, 1914, (seven months of which the line was running to Narrabeen) amounted to £7,117, and for the following year the loss was £13,518.

There has been a consistent annual loss on the Manly lines, and for the last financial year ended 30th June, 1922, the loss amounted to £13,132. The total loss since their inception amounts to £107,177. These figures include the Manly-Spit section (opened for traffic on 9th January, 1911) as they are not kept separately.

STATEMENT of Annual Losses on the Manly lines from inception to last financial year.

Year.	Loss.	Mode of Traction.	Extensions.
£			
1903	472	Steam	Opened to Curl Curl.
1904	463	Horse	
1905	272	"	
1906	266	"	Horse and Steam
1907	512	"	
1908	1,063	Steam	
1909	1,037	"	Extended to Brookvale.
1910	2,045	"	
1911	3,221	Steam and Electric	
1912	5,569	Electric	Manly-Spit line opened.
			Extended to Collaroy Beach.
1913	5,326	"	Extended to Narrabeen.
1914	7,117	"	
1915	13,518	"	
1916	8,289	"	
1917	9,090	"	
1918	7,267	"	
1919	9,912	"	
1920	8,070	"	
1921	10,666	"	
1922	13,132	"	
Total.	107,177		

The indications are clear that the more we spend on tramway extension the worse the financial position becomes. The population is not there to create revenue.

3. *Chairman.*] In your statement there is the following paragraph:—

The Railway Commissioners in their report stated that the working of the existing tramways at Manly already resulted in considerable annual loss, and that in view of the additional loss which would accrue from the construction of the proposed line they were unable to recommend its construction.

In the concluding paragraph of your statement you say that the total loss on the Manly lines since their inception amounts to £107,177,—which section involves the largest amount of loss?—I could not tell you.

4. What is the distance from the Spit to Manly?—Three miles 16 chains.

5. And from Manly to Narrabeen?—Seven miles 62 chains.

6. Since the construction of the Spit to Manly tramway has there been much development in the way of residential settlement due to the construction of the tramway on the Spit section?—Yes, particularly on the first section. We frequently have to send relief trams to assist the ordinary trams.

7. Does the district through which the remaining portion of the line passes not show much development?—There is a good cross-country traffic from North Sydney. It goes across in the punt. On that section traffic is going up rather quickly just now. Land is being built on along the second section.

8. I notice that the total loss on the Manly lines in 1922 was £13,132,—can you say whether any considerable portion of that loss is due to the alteration in the working hours and in the rate of wages?—Yes; considerable increase of expenditure has been caused through the basic wage, the 44-hour week, and various awards from time to time.

9. You are working a 44-hour week now?—Yes.

10. A considerable proportion of the increased loss would be due to the alteration in the hours worked and the rate of wages?—Yes.

11. *Mr. Burke.*] Was the horse service at Manly more cheaply worked than the steam service?—Yes, but the people would not ride in it.

12. Regarding the increase in wages and the deficit of £13,132, did not you raise the fares to compensate for that?—Yes, we did.

13. The increase in wages would not account for all that loss?—Wages have been reduced 7s. a week—3s. on one occasion and 4s. on another occasion.

14. There is a big difference in the loss shown in 1922 as against that in 1921. In the former case it was £13,132, while in the latter it is £10,666?—Yes; 1915 is a typical year, when we had a big deficit. The interest bill went up to £1,300; repairs and renewals, £2,400; electrical, £1,000; power house, £600; car repairs, £300; traffic expenses, £600; or a total of £6,200 for those items alone.

15. There was a big drop in 1916; what was the reason?—I couldn't give you the reason.

16. In 1917 the loss increased slightly, yet it dropped in 1918?—Yes, there are the electrical, permanent-way, and traffic branches of the Tramway Department, and I know nothing about the figures until the annual report comes out. I deal only with the traffic.

17. As regards the Mona Vale extension, which line would pass through sparsely-populated country; do you know of any alternative scheme which might be more advantageous?—No, I do not know of any other scheme.

18. Is the district round Manly more of a week-end one?—Yes. After you leave Manly, Dee Why and Collaroy Beach are mostly deserted in winter, except for a few local people who live there.

19. People go there to spend the week end?—Yes, but it depends largely on the weather. Last year we had twenty-five wet week ends. We really lost £50,000 last year through wet week ends.

20. *Chairman.*] In spite of the loss on the Manly lines, do you find that the number of passengers carried is increasing year by year?—Yes, but only at irregular periods. With a good fine week end we have all our time taken up in shifting the people from Narrabeen or Collaroy. On Saturday afternoons, in fine summer weather, we have great difficulty in carrying the people. We run a fifteen minutes' service, and in some instances we send two, three, and four divisions of trams from Collaroy beach and Dee Why. They are for the trippers coming home.

21. It has been stated that the Salvation Army organisation has a large area of land along the route of the proposed tramway which they have manifested no disposition to cut up for building purposes;—do you know whether that land is on both sides of the tramway?—I think it is on the left side going down. It is a large area.

22. I think it is under Jenkin's Trust?—Yes. There is accommodation independent of that land.

23. It would not materially hinder development along the tramway?—No.

24. You believe that the proposal is not justified at the present time?—That is so. I think there are other more important proposals awaiting consideration.

25. *Mr. Travers.*] Do you consider that the Manly trams cater more for the week-end tourist traffic than for permanent residents?—Yes, more than any trams we have. On the Cronulla section there are a large number of permanent residents, but on this and on the Curl Curl to Freshwater routes the people are birds of passage.

26. The tram line was extended to Narrabeen in December, 1913;—have you noticed since then there has been much permanent settlement along the line?—Yes. At both Collaroy and Dee Why there is a fair sprinkling of permanent residents. There is any amount of accommodation for building at Dee Why and Collaroy and near the surf.

27. Do you think that the extension of the tram line to Narrabeen has been to any extent responsible for the increased loss on the whole of the sections?—I would not say that, because when we ran a short section to Brookvale up to 1910 we were then showing a loss of £2,000, and expenditure has gone up considerably since then.

28. Any further extension of the line from Narrabeen would in your opinion add to the existing loss?—Yes.



Witness—E. J. Doran, 7 December, 1922

When the estimate was got out for 1918 the cost per car mile was 17·91, while the cost to-day is 30·93. The cost has gone up in all departments.

29. Looking over some of the official figures in the *Statesman's Year Book*, 1922, under the head of State Tramways, I notice that in 1921 the gross earnings of the tramways were £3,471,738; in 1922 they were £3,610,135, which is an increase for that year of £138,197. The working expenses, which exclude interest charges, were in 1921 £2,943,252, while in 1922 they were £3,015,616, which shows an increase for the year of £72,364. The passengers carried in 1921 were 337,689,873, and in 1922, 330,938,537, showing a decrease in passenger traffic of 6,751,306. I want to know how the figures can be reconciled. There has been an increase in fares since 1920 to date?—Yes. Our last increase was made in 1920—from 1½d. to 2d., and on Sundays from 2d. to 3d.

30. Your gross earnings show an increase in 1922, and your working expenses show an increase of £72,364, while the number of passengers carried was 6,751,306 less than the number in 1921?—The increased fare has a tendency to keep people off the cars, and we, unfortunately, had many wet week-ends.

31. Do you think that the competition of the motor buses has had any general effect on the tramway receipts?—Undoubtedly it has. Some of the 'buses compete more with the railways than with the tramways. There are 'buses running from the Canterbury railway station to the Sydney railway station, and there are others running from Ashfield along the Liverpool-road, and from Croydon along the Parramatta-road. There is quite a fleet of them. There is a direct service from Dover-road, through Bellevue Hill and Bondi Junction, and from Waverley through Bondi Junction, all of which compete with the trams. There is also a line of buses running from William-street to the railway, but that line serves direct communication between Edgecliffe and the railway station, and runs through portions of Darlinghurst not served by the trams. There is a bus service across Pyrmont Bridge, which is also a factor in the loss on the trams.

32. In 1921 your net return was 5·93, while in 1922 it was 6·40?—That includes all trams.

33. If figures relating to the Newcastle and Broken Hill trams were got out would the returns be more appreciable?—The Newcastle figures show a loss last year of £73,743, while the year before the loss was £18,401, but that is due in a great measure to depression at Newcastle and to bus competition.

34. What about Broken Hill?—They are suffering similarly in regard to industrial matters. Last year trams there lost £17,000, the year before £22,000, and the year before that £15,000. On the Maitland trams the loss was £3,300 last year, £3,000 the year previously, and £7,340 the year before that.

35. Do the Manly trams suffer from active competition by the buses?—No; not very active.

36. I take it generally that, in your opinion, any further extension of the Manly tram lines would only add to the existing loss?—Yes.

37. Do you see any means of overcoming the difficulty?—I might refer you to some evidence given in the inquiry respecting the proposed tramway to Freshwater. I can see some relief by the introduction of a different class of car, known as the one-man car. That is a big factor in turning a deficit into a gain. I saw those cars in operation in the United States. They turned a money-losing concern into a paying proposition.

38. Are they applicable to the Manly line?—Yes, to any line that has a poor winter service. Long sections could be worked by these small cars.

39. What advantage has this type of car over the existing car?—It is equipped with the latest safety appliances. It is fool-proof. Its operations are controlled by one man—a driver who cannot start the tram until the doors are shut. Passengers cannot get out until the doors are opened, and the doors do not open until the tram stops. They seat anything from thirty-two to fifty passengers, and their operating

costs are cheap. A journal I have here shows the gasoline bus, the trackless trolley, and one-man tramcar. The gasoline bus runs out at 32 cents. per bus-mile, which is equivalent to 1s. 4d. The trackless trolley runs out at 19·63, which is cheaper than the gasoline bus. The safety-car is cheaper still, being 19·38 cents.

40. Where did you see the safety-car in operation?—In Kansas City and near Chicago, where they had a large car. Their cars are heavier than ours, running into 28 tons. Ours go to 17½ tons. They were governed by a municipal franchise, and they could not increase their fares without the permission of the municipal council. For a long time they could get no relief in the way of increased fares, with the result that small buses, which are really glorified Ford cars, to seat eight or ten, were put on. They had 150 running in the city, and the trams were going to be taken off. The council agreed to give them a small one-man car, and when I was there they were in full operation. They worked well. Of course these cars would be unsuitable in Elizabeth-street, George-street, or Pitt-street, but for a line such as that before the Committee to-day they would be admirable.

41. Are they single cars?—Yes.

42. Could you apply them with advantage during the busy season at Manly?—We could apply them for short-distance traffic to relieve the trams. Their cost of operation is much less. Our operative cost is 1s. 11½d. per mile. This safety car costs about 10d. per mile. The driver is paid an enhanced wage for the extra work he does in collecting the fares.

43. Did you make a report on those cars to the Railway Commissioners?—Yes.

44. Do they look on them with any degree of favour?—I feel sure the Commissioners are favourable to them being run somewhere here.

45. The Under-Secretary for Public Works, when before the Committee yesterday, stated that the Secretary for Public Works, Mr. Ball, would be pleased if the Committee, in investigating these tramway proposals, inquired regarding the advantage to be gained by the use of motor-buses in certain districts as against the trams. Do you consider that the safety car would be a better proposition for the Government to take up rather than the motor bus?—Yes, I do, provided they are run on tracks away from the main lines. As far as I can ascertain, the vast majority of the motor buses in Sydney are owned and run by individuals. That is particularly so at Newcastle. The individual has no limit to his hours of work, or to the nature of his work. At Newcastle you see bootless boys and boys in knickerbockers collecting fares on the 'buses, and at other times you can see a girl, probably a member of the family who owns the bus, collecting fares. If the proprietor starts work at 8 o'clock in the morning and finishes at night after the theatre he has a hard day's work. If the award rates applied to them, as they do to us, they could not do that. It would really mean having five men to a bus under our present conditions. With the one-man car it is a different proposition. The car is not cheap. It would probably be nearly as expensive as our own cars. But it is a very light car, and is, therefore, cheaper in consumption of power, in wear and tear, and in platform charges. It would consequently be a cheaper car altogether. At Arncliffe, which is only a small place, we are losing on an average £3,000 a year. The one-man car running there at frequent intervals would be of more service to the people.

46. When you gave evidence in the inquiry respecting the proposed tramway from Curl Curl to Freshwater, in February of this year, I put this question to you:—

Speaking generally branch lines do not contribute as well, mile for mile, as the main lines?

You replied:—

No. If you take the whole of the branch lines from Sydney and suburbs, those connecting with the railway line, with the exception of Brighton-Le-Sands, and Cronulla lines, are failures. The Parramatta, Ashfield-Burwood, Arncliffe, and Sans Souci lines are all failures.



Witnesses—F. J. Doran, 7 December, and J. T. Hewitt, 22 December, 1922.

17. If the safety car were used on most of these branch lines would it materially affect the revenue of the department?—Undoubtedly.

18. Supposing it were applied to Manly, do you think the returns would be more appreciable?—Yes, I think so. If we had direct communication between Ryde and North Sydney the transport arrangements would be facilitated.

49. Do you believe that the safety car is a suitable proposition for certain lines?—Yes, I do. It means a more frequent service at less cost.

50. *Mr. Drummond.*] Can you give the Committee a general idea as to where the heaviest loss falls. In 1911 the Manly-Spit line was opened to traffic, and immediately afterwards there was a fairly big rise in the loss shown. That, of course, was prior to the war and to the increase in costs. It is, therefore, assumed that there were certain local reasons. It has a bearing on the construction of the tramway from Narrabeen or to Freshwater. If the loss showed most heavily on one line it would have some bearing on the question of extension?—Yes. But we do not keep figures for the sections.

51. Can you state whether the line from Manly to the Spit shows the heaviest loss on the whole of the sections, or whether the greater loss is on the ocean beach line?—No. After the opening of a new line there is always a loss for some time.

52. It seemed to me while travelling along the route that there was a big stretch of unsettled country on the Manly-Spit line?—Yes. But we have the advantage of the North Sydney people who come across in the punt, which compensates for the loss of population in that locality. I will see if I can get some figures that will assist the Committee.

53. *Mr. Burke.*] Regarding the computation of the loss on particular sections, do not you keep records of the tickets sold on the first, second, and third sections?—Yes, but not the amounts.

54. What was the surplus last year on the tramways generally?—The net gain was £127,191, including interest.

55. It is understood that every line cannot pay when it is constructed. If we expected all tramways to pay at the start we should never open up our country?—That is so. The losses on the tramways last year were as follow:—North Shore, £22,770; Manly, £13,000; Ashfield-Mortlake, £7,800; Sans Souci, £8,900; Baulkham Hills, £3,900; Arncliffe, £3,167; Sutherland, £4,422; Newcastle, £73,743; Maitland, £3,311; and Broken Hill, £17,102. That is a total loss of £114,625 as against a gain of £284,000 in the city and suburbs.

56. How is the driver of the safety car able to collect the fares?—He does so as the passengers go in or go out.

57. How would he know what distance they travelled?—They have various methods of checking. On the American trams it is generally a flat rate. It used to be 5 cents. I think it is 10 cents now. Where they have two sections a passenger would get a card coloured white or pink as he went in; the one colour denoting one section, and the other the second section. In other cases they limit the cars to one section only. By the card system the driver knows what distance the passenger travels.

58. Would he collect the tickets as they got out?—Yes.

59. He would be kept very busy?—No, I do not think so. I saw over sixty in a car in Kansas City.

60. Such a car would not be suitable in a congested area?—No. They have wonderful safety appliances.

61. I presume you would only use the safety car in outlying districts where the traffic was not congested?—Yes. It would be useful in winter on the Sutherland line, sections of the Manly lines, the Lady Robinson's Beach line, and at Arncliffe, West Maitland, and even Broken Hill. It could also be used with advantage on the Waverley extension, on the Ryde line, from Springvale to Botany, and to Woolloomooloo.

#### FRIDAY, 22 DECEMBER, 1922.

##### Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.  
BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Tramway from Narrabeen to Mona Vale.

Councillor John Thomas Hewitt, Mona Vale, sworn, and examined:—

62. *Chairman.*] What reasons are you prepared to urge in favour of the construction of the proposed tramway from Narrabeen to Mona Vale?—I have resided in the district for twenty-two years, and I wish to say that each Minister for Public Works has either promised or expressed himself in favour of this tramway.

63. Or of an inquiry into the proposed tramway?—The late Mr. E. W. O'Sullivan was in favour of building this tramway in preference to the Spit or any other tramway, and other Ministers held the same opinion as he did. Councillor Quirk stated—and to the best of my knowledge his statement is correct—that the capital value of the land within the shire had increased by over 300 per cent. in ten years.

64. What are the limits of the shire?—The shire extends from Manly to Barrenjoey, and since Mr. O'Sullivan promised the tramway the number of electors on the shire's books has increased by 250 per cent.

65. Are not those electors included in Manly?—Yes, but the fact is that there has been a big increase in their number.

66. Do you wish the Committee to believe that the number of electors has increased uniformly throughout the whole of the shire, and that where there were ten

before there are thirty-five now?—Yes, the increase throughout the shire has been proportionate. There has not been such a large increase in A Riding, which extends from Narrabeen to Barrenjoey, as in Ridings B and C, but the increase in A Riding in ten years would be from 50 to 75 per cent.

67. The estimated annual expenditure on the proposed extension from Narrabeen to Newport was £11,606, the annual revenue £5,000, and the annual loss £6,606. The estimated annual expenditure on the line now before the Committee—that is, the line from Narrabeen to Mona Vale—is £7,394, the annual revenue £2,500, and the annual loss £4,894. Can you suggest any way in which that loss is likely to be made up?—The Warringah Shire Council carried a resolution to guarantee up to £1,500 a year towards the cost of the working of the proposed line if it were constructed. That £1,500 was to be obtained by striking a special rate on the area within a radius of a mile of the tramway. I can hardly see how the loss on the proposed line could reach £4,894 a year, for the simple reason that the estimates of the Railway Commissioners have not always worked out in practice. In connection with the extension to Narrabeen they were out in their estimate of the traffic. As a matter of fact, the traffic on that section exceeded their anticipations by 200 or 300 per cent., and we are satisfied that if the tramway



Witness—J. T. Hewitt, 22 December, 1922.

is extended from Narrabeen to Mona Vale it will open up a lot of country and bring in a revenue far exceeding anything that the Railway Commissioners can possibly estimate. The person who casually travels over the route cannot see the prospects of this tramway in the same light as those who live in and know the district which would be served. The tramway as far as Narrabeen serves a strip of country which is only a mile in width, whereas towards Mona Vale it would serve a district with a radius of probably 10 miles. At Mona Vale roads converge from all parts of A Riding. The Gordon-road comes through there, and along it there is a fairly thick population, the bulk of which is engaged in agricultural pursuits. Then there are the Warriewood and Rocklily estates. As a matter of fact, the greater part of Mona Vale is a producing district, and is fairly thickly populated. The Bayview and Church Point districts likewise carry a fairly good population, and all the people residing at those places travel over the route of the proposed tramway. There is no other way of getting to Sydney. On the Newport side there is Newport proper and Newport beach, and beyond that are Avalon, Careel, Clareville, Whale, and Palm Beaches. Although recently opened up, these districts contain a fair population at the present time. Most of the people who own land there have bought it with the intention of settling at one or other of these places. Land has increased in value throughout the district. About eighteen months ago I offered a block of land for £275, and within twelve months I received £515 for it. This shows that people are not buying land for speculative purposes, but to build on. I was police constable in charge of the district for about fourteen years, and I know that during that time hundreds, and probably thousands, of people bought land with the intention of building their homes on it, but owing to the absence of means of transit they re-sold. At holiday times I have known the traffic to be held up until half an hour after midnight. At the present time we have two of the finest motor bus services in New South Wales, but even then the public is not catered for. It is impossible for the buses to handle the traffic at the present time. I live on the edge of the road, and at weekends and on holidays there is a regular procession of vehicles. I am perfectly satisfied that if the proposed tramway were constructed, if it did not pay at once, it would very nearly pay, and it would not be long before it did pay. When the Council passed the resolution offering to guarantee £1,500 a year to meet the loss on the tramway, it took into consideration the fact that a saving would be effected because the roads would not be subjected to so much wear and tear owing to the heavy traffic that now passes over them.

68. If the tramway were constructed would the motor-buses cease running?—They would have to start from the terminus of the proposed tramway and run further on. As a matter of fact, they have applied for a license to run right through to Palm Beach, and that would take them off the route of the proposed line.

69. Has that been the experience between Manly and Queenscliffe?—There is no tramway to Queenscliffe, but it has been the experience between Manly and Narrabeen. We do not allow any motor-buses to run between Narrabeen and Manly. The motor-buses serve Freshwater, because there is no tramway linking up that place with the main line.

70. Do not motor buses run occasionally between Manly and Narrabeen?—Only on Monday mornings.

71. If the proposed tramway is constructed, in what portion of the district to be served do you expect to see the greatest increase in settlement?—Right along the route. After leaving Narrabeen the proposed line passes through a lot of low-lying ground, but beyond that the Salvation Army, which owns an estate of about 274 acres, has surveyed it with the object of cutting it up. This land lies between Narrabeen and Rocklily, and is splendid for residential purposes.

72. Is not a good deal of that land occupied by institutions conducted by the Salvation Army?—No. There was a homestead on the estate for a time, but it has been pulled down and taken away. There is nobody living on the estate now.

73. You think a good deal of the land along the route of the proposed tramway is suitable for settlement, and that the tramway, if constructed, is likely to attract population?—I have no hesitation in saying that from Narrabeen to Mona Vale there would be a very heavy settlement within a radius of 2 miles of the tramway.

74. Have you noticed the effect of the extension of the tramway to Narrabeen?—The district has grown by leaps and bounds. Two or three years prior to the extension of the tramway I collected the roll at Narrabeen. There were about seventy-eight electors then, but to-day there are from 600 to 700.

75. Giving evidence before the Committee in November last the Under Secretary for Public Works said:

There are a few dwellings within the first mile from Narrabeen, but beyond that point, and until Rocklily is reached, there is practically no population, whilst in the vicinity of Rocklily and Mona Vale the settlement is scattered and sparse.

What have you to say to that?—No reference is made to Warriewood, which is an estate lying between Narrabeen and Mona Vale. The first place referred to is Green Hills, where there is a fair settlement. Warriewood adjoins Green Hills and has a bigger settlement of *bona-fide* farmers and market gardeners.

76. How far are they from the proposed tramway?—From a quarter of a mile to about 1½ miles.

77. What class of farming is carried on there?—Principally fruit and vegetable growing and poultry farming.

78. But the tramway would not carry that class of freight?—Not unless special provision was made to carry it.

79. Do you know that the estimated revenue of £2,500 a year is based on an hourly service on ordinary days?—I think that estimate is very low. From my knowledge of the district, and the number of people who intend to build there, I am satisfied that the estimated revenue would be very much increased within twelve months.

80. With respect to the guarantee of £1,500 a year, did the Warringah Shire Council give that guarantee to the Railway Commissioners after consultation with the ratepayers who were to be taxed?—The resolution was carried at a public meeting, but if the ratepayers demanded a poll it would have to be taken. I do not think they would turn the proposal down.

81. *Mr. Mahony.* The country lying between Narrabeen Lakes and Green Hills is low lying, is it not?—Yes. A mile from the Narrabeen terminus is swampy ground.

82. Where do you meet the next settlement beyond Green Hills?—At Warriewood.

83. How far is Warriewood from the proposed line?—About a mile to the furthest point. There is a fairly good settlement along Macpherson-street and Warriewood-road.

84. If you will look at the wall map you will see the route of the proposed electric line to Pittwater. Would not a railway suit a producing district better than a tramway?—It would not. The railway would be 1½ miles from the coast, and the settlement at Warriewood lies between the proposed tramway and the proposed electric railway. There is room for development on the eastern side of the proposed tramway, and, as I said, the estate held by the Salvation Army is ready for subdivision. There is a very fair population about Mona Vale. I might mention that there is a very fine swimming basin excavated out of a big flat rock at Mona Vale. It was excavated about 10 years ago, but the shire council has enlarged its dimensions to 100 feet by 60 feet, and the depth of water varies from 3 feet 6 inches to 6 feet. It is very popular on Sundays, and on holidays it is congested. The Black Swamp is situated to the east of Rocklily, and the shire engineer has reported with regard to its



Witnesses—J. T. Hewitt and G. W. Hitchcock, 22 December, 1922.

drainage. However, we are not prepared to go on with that work until we have had the advice of the engineers of the Public Works Department in consultation with our own engineer. When that area is drained from 40 to 50 acres will be available for a recreation reserve which will induce people to use the proposed tramway, if built.

85. *Mr. Doe.*] Does that area belong to the shire?—Yes, the Government handed it over to the shire.

86. Is there much population between Mona Vale and Newport?—There is.

87. How do those people reach the existing tramway now?—By motor bus.

88. If the proposed tramway were constructed would land values increase considerably in the district?—I am satisfied that they would increase by over 100 per cent.

89. Do you not think that a tramway 10½ miles in length is too long to give a satisfactory service?—It is better than nothing.

90. Is the land along the proposed route held in large areas?—There are only a few large areas. The largest is held by the Salvation Army. The land near the old powder works has been subdivided and a portion of it sold; that part of the district is now known as Ingleside.

91. Would not Ingleside be too far from the tramway to derive any benefit from its construction?—I do not think so. It is about 1½ miles from Ingleside to the proposed tramway, and if constructed would attract traffic from that direction.

92. How do the people living there get to the existing tramway now?—They either walk or drive.

93. If the proposed tramway were constructed have you any idea as to the probable increase of population within the next five years?—I think that the population would be increased by over 500 per cent.

94. Is land which has been subdivided by the Salvation Army cut up into building allotments?—Practically all of it has been cut up into building allotments, and I was told by Mr. Tindall, who looks after the property of the Salvation Army, that he expects it to bring up to £10 a foot.

95. *Mr. Drummond.*] How long does it take to get from Narrabeen to the city?—About 80 minutes.

96. I notice from the figures which have been placed before the Committee there has been a progressive loss on the Manly lines since their inception. In 1910 the Manly line was extended to Brookvale, and there was a loss of £2,045 for that year. In 1912 the line was extended to Collaroy beach, and the loss for the year ended 30th June, 1913, amounted to £5,326. In 1913 the tramway was extended to Narrabeen, and the loss for the year ended 30th June, 1914, amounted to £7,117, and for the following year the loss was £13,518. This shows that there has been a consistent annual loss on the Manly lines?—Those figures include The Spit line, and we have always tried to have the Narrabeen line separated from The Spit line. We know from the traffic carried on the Narrabeen line on Sundays and holidays that it practically pays. The Narrabeen line is carrying The Spit line.

97. How do you know that?—We believe that it is so from the traffic which we see carried on the Narrabeen line. At times the Narrabeen trams are hardly able to cope with the traffic, and we do not see very many passengers carried on The Spit line.

98. *Mr. Doran*, the Tramway Traffic Manager, giving evidence before the Committee, stated that the Department was unable to give separate figures for each section of the Manly lines. I asked him if he could definitely state on which section the largest loss was incurred, and the only opinion he expressed was that from the Railway Commissioners' point of view the traffic on the Manly-Spit line was increasing most?—He was not giving us fair play when he said that.

99. But you have no figures to support your contention?—No.

100. *Mr. Doran* estimates that the annual loss on the proposed tramway from Narrabeen to Mona Vale would be £4,894. Can you produce any figures to show that he has over-estimated the loss?—I cannot, but I am rather astounded that the estimated loss is so high. I do not think that the figures can be correct. The extension of the tramway to Brookvale could not possibly pay for the simple reason that it led nowhere, but the traffic increased when it was extended to Collaroy and Narrabeen. If the line is extended from Narrabeen to Mona Vale there will be greater inducements to the public to travel, because Pittwater, which is one of the finest sheets of water in New South Wales, will be within easy reach of the terminus. It is only 1½ miles from the proposed terminus to the Government Wharf at Pittwater. On the point opposite the Government Wharf the Sydney Yacht Club has purchased an area of land for the establishment of its headquarters. There are a number of boatsheds at Newport, and at the Government wharf there are two public boatsheds. The proposed tramway, if built, will bring the people within measurable distance of one of the greatest fishing and aquatic resorts on the coast. There are fine beaches at Mona Vale and further on.

101. Do you not think that the principal factor that makes tramways pay is permanent settlement?—I do not agree with you. The Port Jackson Steamship Company did not wait until Manly was settled before it ran its steamers. If the proposed tramway is built, I think that the settlement between Narrabeen and Mona Vale will be equal to the settlement between Manly and Narrabeen.

102. Do you not think that the reason for the progressive loss shown on the Manly lines is due to the fact that the further we get away from the city the less the prospect of permanent residence?—I do not think so.

103. What proportion of the people living at Narrabeen are permanent residents?—I do not know.

Councillor George William Hitchcock, Palm Beach,  
sworn and examined:—

104. *Mr. Travers.*] Do you wish to make a statement with respect to this proposal?—I have heard Councillor Hewett's evidence, and I cannot add very much to what he has said. There are, however, some statistics I would like to place before the Committee. They deal with the unimproved values in A Riding of the Warringah Shire, which is the portion of the shire that would be served by the extension of the tramway from Narrabeen to Mona Vale. In 1920 the unimproved capital value was £370,632; in 1921 it was £429,702; in 1922 it had increased to £616,465; and for 1923 it is estimated for rating purposes at £691,413. The number of assessments in 1920 was 5,250; in 1921 it was 5,809; in 1922 it increased to 6,226; and it is estimated that there will be 6,993 assessments in 1923. These figures show the development that has taken place within A Riding without the tramway, and I am confident that if the line were extended from Narrabeen to Mona Vale, as proposed, there would be a good deal more settlement, especially at the Newport and Palm Beach end. Personally, I am in favour of the extension of the tramway to Newport.

105. You have heard the evidence of Councillor Hewett. In the main, do you agree with what he has said?—I do.

106. How long have you resided in the district?—I have lived at Palm Beach for about nine years.

107. From your knowledge of the district which would be served by the proposed tramway would you say that, if constructed, it would show as good results as the existing line 2½ miles back from Narrabeen terminus towards Manly?—I believe it would. Moreover, if we had through trams people who now take motor-cars at Manly would use the tramway. Dozens of residents and visitors have told me that if they could get a through tram they would take it in preference to the cars or coaches.



Witnesses—G. W. Hitchcock, 22 December, 1922, and A. C. Morris, 2 January, 1923.

108. If you will refer to the wall map you will notice that for the first mile there is very little room for settlement on the eastern side of the proposed tramway?—Yes.

109. Is most of that area fairly well served by the existing line?—Most of the permanent settlement is on the

western side of the proposed tramway. There is a fair settlement along the Powder Works road towards Ingle-side.

110. Generally speaking, you are in favour of the construction of the proposed tramway?—Yes.

TUESDAY, 2 JANUARY, 1923.

Present.—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.  
BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Tramway from Narrabeen to Mona Vale.

Armine Cecil Morris, builder and contractor, Park-street, Mona Vale, sworn and examined:—

111. *Chairman.*] What experience have you of the district which would be served by the proposed tramway?—Over twenty years. I have prepared the following statement:—

I would like to particularly stress the fact that the Warringah Shire Council would be prepared, if necessary, to guarantee a sum of £1,500 per year towards the estimated loss on this line. This guarantee would be collected from property-owners having land within a mile radius of the proposed tram, and should, in my opinion, be sufficient proof that the time has arrived to make an early start with this work, and should convince you that we are very much in earnest over this matter. This tramline, if constructed, would serve a very large district beyond Mona Vale. Nothing in the way of extra trams or staff would be required to work the Mona Vale extension. If we are not provided with cheap means of transit, the trend of population must ever be towards the already overcrowded city.

112. *Chairman.*] Have you anything further to say?—I went to that district thinking the tramway would be built in a few years. The Government is very anxious to get people out of the suburbs, but if we comparatively young fellows cannot get proper means of transit we must get back into the city. We are doing a certain amount of pioneering work, and are entitled to cheaper transit. It cost me 2s. to come in this morning, and I had to wait from 7 o'clock to a quarter to 9 to get a motor bus. I admit this is holiday time, but generally we do not get a fair deal. If the tram were built it would very nearly pay in a few years, and meantime I do not think the loss would be great. I am not a big property-owner, having only 2 or 3 acres of land, which will not benefit to any great extent as the result of the tram.

113. Have you noticed any marked increase in the number of passengers carried to the existing terminus within recent years?—That has not concerned me, but a friend counted 100 motor-cars in forty minutes on Sunday last passing Mona Vale.

114. We have a table here showing the financial results of the Manly lines. In 1903 the tram was extended from Manly to Narrabeen, and the total loss since then on the whole Manly system has been £107,271?—I do not know why there should be such a loss.

115. Has the extension of the tram to Narrabeen resulted in an increase in the permanent residents at Narrabeen since 1903?—Most certainly. When we were agitating for that line there were only as many permanent residents in Narrabeen as there now are at Mona Vale. To-day Narrabeen is quite a suburb.

116. What attractions does Mona Vale offer for permanent residents? It is a tourist place, and there is plenty of scope for poultry-farming. It is too far from market for market gardening. There is plenty of cheap land available for poultry-farming. Apart from the industrial aspect it is a most beautiful tourist resort. There is the surf, swimming pools, beautiful walks, and fishing.

Pittwater is easily accessible from the Mona Vale terminus. The tram would serve the whole of the Pittwater district. The Newport people would not ask for a further tramway extension, but would be satisfied with a motor bus service from a tram terminus. One of the reasons why the Narrabeen tram does not pay as it should is that the people go right through in motor buses.

117. Is not that only at holiday time?—Mostly, but on Mondays the trams have to compete with the motor buses, which run people through from Newport and Bayview to Manly. At present a passenger pays 6d. in the boat to Manly and 6d. in the tram to Narrabeen, and then to continue on in the motor bus he pays 1s. during the day and 1s. 6d. at night, which is altogether too much.

118. Does Mona Vale offer as much or more attraction than Narrabeen to prospective permanent residents?—More. I have many friends living at Narrabeen who would live at Mona Vale if the tram went that far.

119. Do you occupy a position in the Shire Council?—No. I own 3 acres of land the value of which will not be affected to any extent by the proposed tramway, but as a taxpayer I shall have to pay my share towards the £1,500 guarantee. The Salvation Army owns a lot of land along the route. It is now locked up, but it will be opened if the tramway is built. It is the cream of the district. The locking up of that land has been a great drawback to the district. If this tramway is built there will not be any clamour to have it further extended. There is a very fine accommodation-house, La Corniche, at Mona Vale, on which about £30,000 has been spent. It is not doing the business it should because of the absence of a tram to Mona Vale.

120. *Mr. Mahony.*] Does the district lend itself to anything else but for tourists and poultry farms?—I would not like to insist upon its being a poultry-farming district. I think it is purely a tourist district.

121. Do you think it would pay to run a line which would be 10 miles 42 chains from Manly purely for tourist purposes?—It would be only 2½ miles from the present terminus, and the extension would complete the whole line. The tram at present stops far short of giving access to the real beauty spots of the shire.

122. Tourists who are likely to patronise places such as La Corniche usually travel in motor-cars?—Not necessarily. I have travelled up of that land has been a great drawback to the district. If this tramway is built there will not be any clamour to have it further extended. There is a very fine accommodation-house, La Corniche, at Mona Vale, on which about £30,000 has been spent. It is not doing the business it should because of the absence of a tram to Mona Vale.

123. Persons living or working in Manly would find it a long run by tram?—Not much longer than to La Perouse, which is very largely patronised. I think the line would pay as a tourist proposition. You have also to remember that the trams are to serve the convenience of the people.

124. But do you think the Government should throw away £107,000 of the people's money?—If you carefully studied the district I think you would agree that it is a much-needed extension.



Witnesses—A. C. Morris and E. W. Quirk, 2 January, 1923.

125. *Mr. Burke.*] When you said the population of the Mona Vale district would increase if the tram were built you also said it would draw population from Narrabeen. That would not do much to make the tramway pay?—It would mean the additional fare to Mona Vale. At present the trams and the staffs are idle for 20 minutes at Narrabeen, so that it would cost no more in that direction to run the tram on to Mona Vale.

126. Do you think the extension would attract permanent residents from the city?—The majority of the tourists who use that line would go to the terminus. If you got a tourist population you would certainly get a permanent population. There would have to be boarding-houses and other accommodation. Seven years ago Collaroy was nothing. To-day it is thickly populated.

127. Has Mona Vale grown in the last five years?—No, because we have had no tram, yet at present the tourist traffic is very large.

128. *Mr. Doe.*] How much per acre is the poultry-farming land of which you spoke?—Between £100 and £200. There is a good deal of it, and there will be more when the Gordon-Narrabeen railway is built.

129. Does the Shire Council offer to continue its guarantee until the line pays?—I am not on the Council, but I think that is the intention.

130. Might not the motor-buses so increase their competition with the tram as to render the tram for all time an unpayable proposition?—There is absolutely no chance of the people preferring the motor buses. They charge 1s. for the 2½ miles. Surely the trams could charge much less and make it pay, although personally I would rather pay the tram 1s. for the extra convenience. You cannot get a seat in the motor buses at holiday times, and they do not run to a fixed time-table.

131. I suppose the value of the Salvation Army land would be greatly increased if the tram were constructed?—Quite so, but the Army would pay its share of the guarantee.

132. Do you not think a betterment tax would be better than a guarantee?—Very likely. We are willing to help in every way to make up the loss.

Ellison Wentworth Quirk, Pittwater-road, Manly, member of the Manly Council, sworn and examined:—

133. *Chairman.*] You desire to state your view with regard to this proposal?—The tramway would be a tramway not to Mona Vale only. This line differs from many railways inasmuch as it would carry passengers bound for Mona Vale, Bayview, Newport, Palm Beach, and the whole of Pittwater. There is no other way for passengers to get to those resorts except via Mona Vale. It is not possible for the motor buses to successfully compete with a tramway, nor would they try to. When the tram finished at Brookvale the buses ran from there to the outer districts. When the tram was carried to Collaroy the buses plied from there only, and when the tram was extended to Narrabeen the bus terminus was fixed at Narrabeen. The Council controls the licensing of public vehicles in the district, and it has never licensed a vehicle to run in competition with the trams, although it is true some unlicensed buses run into Manly on Monday morning. The Council winked at that, because it is desirous to get business men into the district to assist us to get the Railway Commissioners to give us a through tram from Manly. According to the Commissioners nothing of the kind can be done, although it is done on almost every suburban railway. They will not give us season tickets or help us in any way. The motor buses would feed the trams. During the holidays there have been sufficient buses to move four tramloads of passengers each trip. Last night passengers were densely packed in the motor buses. I think you will find the tram to Narrabeen has made a record this year. The argument that the tram will not pay is based on

data supplied from the same official sources which supplied the figures in connection with the extension of the tram to Narrabeen. We do not say those figures are wilfully meant to mislead, but if the Railway Commissioners' figures in connection with the Spit to Manly tram had been taken at their face value that line might not have been built. It was estimated that the maintenance, interest, and running expenses would be £3,262 and the revenue £1,460, showing a loss of £1,802. That was an extraordinary statement, because it meant that the Spit tram would carry only about 100,000 passengers per year. The experts said there were no houses between the Spit and Manly. As a matter of fact, that line carries 800,000 passengers per year, two-thirds of whom are adults and one-third children—practically seven times greater than the estimate. During the first twelve months the Railway Commissioners did not increase the number of trips, yet instead of taking only £1,460 they took £8,000. Still the line is said to show a loss. Mr. W. J. Hanna, the then Under-Secretary for Public Works, said he agreed with the Commissioners that the tram would not take more than £4 a day. We submit that such experts overlook the enormous possible progress of seaside resorts when convenience of transport is given. The Shire Clerk this morning told me that the number of sanitary services per day at Dee Why, Narrabeen, and Collaroy is at present 1,300, whereas five years ago it was 100. There were only two houses at Dee Why before the tram was built. We know that many railways built of recent years do not pay. That cannot go on, but we say that this extension must pay. Between Brookvale and Narrabeen the Salvation Army owns 4 miles of coastline and 5 miles of land along the main road. It gets the whole of the unearned increment and pays nothing towards the loss on the present tramway. In regard to Mona Vale, we are faced with the same sort of thing. The Salvation Army owns all the coastline between Narrabeen and Mona Vale. It is quite fair over the matter. It says that the land on the opposite side of the road is not built on, but immediately upon the tramway being constructed it will subdivide its land. The land was a gift to it, and it has treated us well. It has never sold a foot of its land to high-water mark. It has given to the Council every beach which it owned, and it has everywhere given proper access to beaches. It says, however, that it is only custodian of the property for the whole of the Salvation Army, and as it gets no private benefit it cannot give any guarantee towards the line. But there are powers under the Local Government Act and perhaps other statutes which enable the Council or Parliament to compel it to pay something. The Council can strike a rate for any benefit conferred up to within a mile of property, and that mile in this case would tap Pittwater. Then the betterment principle could be applied. Guarantees have to be given in connection with water and sewerage services, and they may equally fairly be demanded in this case. The Council is willing to give a guarantee against loss even to a greater extent than £1,500. I have no personal interest in the matter. The land in the district other than that owned by the Salvation Army has all been subdivided and is in the hands of small holders. The unimproved value of the land in 1907 was £230,000; to-day it is over £2,000,000 without the assistance of the Valuer-General.

134. *Mr. Travers.*] You say all the land on the other side of the line has been subdivided?—Yes, there are hundreds of blocks. They have not been built upon, although they were subdivided from eight to ten years ago. The reason is that the cost of transit is too great. From Sydney to Manly, 7½ miles, the fare is 6d., and to Narrabeen, 6 miles, it is 1s. 6d. It is 1s. in a motor bus for the succeeding 2½ miles to Mona Vale. The district could not possibly progress under such circumstances. Taking a radius of half a mile along the Narrabeen line, there has been a great deal of settlement, through it is not fully developed.



*Witnesses*—E. W. Quirk, 2 January, and G. A. Parr, 5 January, 1923.

135. Is there any settlement for, say, half a mile beyond the Narrabeen terminus?—Yes, particularly at Green Hills. Two-thirds of that settlement is by permanent settlers.

136. Is there much week-end settlement between Narrabeen and Mona Vale?—There are about thirty or forty houses. Those who desire week-end places there have the difficulty of transport.

137. Has the extension of the line from Manly to Narrabeen induced permanent settlement where before it was only week-end settlement?—It has only increased the week-end settlement, but week-end places are often of great value. At Palm Beach there is a week-end house that cost £7,000, another that cost £11,000, and two that cost £5,000 each. There are mostly doctors there. At Clareville you get another class—the motorists. They are not interested in the trams. No matter how far out the land may be, if there is a tramway anywhere near it the week-enders will go to it.

138. Generally speaking, the financial success of the tramline from Manly depends upon week-enders and tourist traffic?—Yes.

139. Are you conversant with the figures representing the losses on the Manly system of tramways?—Yes. The Department has always said it could not separate the accounts regarding the Spit-Manly tram and the Manly-Narrabeen tram, but for years past the railway authorities published in the *Manly Daily* every month the number of passengers carried on the Spit tram and on the Narrabeen tram. In that way we have been able to arrive at the number of passengers carried. The passengers have enormously increased. Mr. Kneeshaw's explanation of the unexpected traffic was that surf bathing was responsible for the disparity between his estimate and the actual number of passengers carried.

140. It is quite possible that the Railway Commissioners can satisfactorily explain why, despite the £8,000 revenue, there has been a loss. Something of the kind occurred in connection with Curl Curl when it was shown that the working expenses and maintenance had enormously increased. Would you expect as good results for the 2½ miles between Narrabeen and Mona Vale as there have been for

a similar distance from Narrabeen back towards Manly if the line were extended to Mona Vale?—Yes, better results. The fare from Narrabeen to Mona Vale would be 3d., because there would be two sections. The distance would be only 2½ miles, which would be practically a mile less than for any other two sections. Eighty per cent. of the passengers travelling from Narrabeen to Mona Vale would go through to Bayview, Newport, and the outer districts.

141. Do you think that Mona Vale would be the ultimate terminus?—I think so. The railway will come before many years, and will serve the outer districts.

142. Do you not think 10 miles 42 chains a long distance for permanent residents to travel?—Yes; it will be the longest tram ride, but it will not be a slow ride. When Mr. A. H. Griffith was providing for the present line he resumed 33 feet along the Salvation Army land, and the lines were laid there so that the tram, being off the roadway, could travel fast. No compensation was paid for that. If the Salvation Army wants compensation it could be made to pay a betterment tax, but I feel sure that what was done in the case of the other line could be done in the present instance.

143. *Mr. Drummond.*] Do you suggest you could charge a betterment tax against a person some of whose land you had taken with the same measure of justice as you could charge such a tax against a person whose land you had not taken?—Yes, in this case, because the Salvation Army will be able to subdivide and sell at double or treble what it could now get for its land.

144. Is not much of the land on the south side of the road swampy?—Yes. A lot of it has been condemned. The land there is held by small owners. About 25 per cent. of the land would be swampy. There is some swampy land on the eastern side of the road.

145. Would it not therefore cost more to build the tram along a resumed strip, some of which is wampy, than it would cost to build it along the roadway?—No. The construction of the line from Dee Why to Collaroy proves that. It is the general experience that it is cheaper to build a line along such land than to tear up a roadway and build it.

#### FRIDAY, 5 JANUARY, 1923.

**Present:—**

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.  
BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Tramway from Narrabeen to Mona Vale.

George Arthur Parr, President of the Warringah Shire Council, Pittwater-road, Dee Why, sworn and examined:—

146. *Chairman.*] Are you of the same opinion as you were when you gave evidence at a former inquiry that the district beyond Narrabeen would be fairly well served if the tram were carried to Mona Vale?—Yes. Since that time our official records show an increase not only of traffic, but of development. Within the last two years there have been many subdivisions between Narrabeen and Mona Vale. There has been a good deal of development in the Green Hills district, which is from 1 mile to 2 miles from Pittwater-road. The Ingleside estate of 640 acres has been subdivided mostly into residential blocks, but a small part into small farming blocks. About 2½ miles of road has been constructed, and that estate has been already very largely sold. The people handling it have recently purchased another lot of 200 acres between Ingleside and Pittwater-road, and it is to be subdivided.

Portions of it are close to Mona Vale. Other estates subdivided are Care Free estate forty-eight lots, Narreen Park estate fifty-seven lots, Collins' estate (1) sixty-five lots and (2) twenty-five lots, Walsh estate six lots, making altogether 201 lots. They are more or less on the low-lying land over the Narrabeen Bridge. They have been passed by the Board of Health and by the Shire Council for residential purposes. The Collins estates are on the eastern side of the Pittwater-road. A subdivision, Wimbledon, right on the shores of Narrabeen, and owned by Macpherson, and containing thirty-one lots, is now before the Council. The Turrimetta estate, right at Mona Vale, was subdivided earlier. Then there is the Warriewood estate, on the left of the road on the way to Mona Vale, the Rocklily estate, and the Palm Dale estate. Those estates total 1,194 allotments. The total subdivision on this road represents 1,426 lots—all good building land. That is irrespective of the Ingleside subdivision. There are other large areas adjoining the route estimated at



about 800 acres. A good deal of that is Salvation Army land, and lies between the proposed line and the sea. Most of that is excellent land. The swampy land, approximately 80 acres, is not included in the area I have given. The Salvation Army land, about 251 acres, is included in the 800-acre area. The Shire valuation for it is £36,000, which works out at only £150 an acre. The whole of that 251 acres is the best residential land that can be got—high, near the road and near the water front. From experience we consider that land would bring £5 a foot, but the Salvation Army expects to get £10. When the loss on this line was first estimated at £1,600 yearly, and the people undertook to pay a betterment tax to the extent of £1,500 yearly towards the loss, we all thought the tram would be sanctioned. Those who own the land ought to pay a betterment tax. I regarded the proposal we then submitted to the Government as one of the best ever made. If the annual loss is now estimated at more than £1,600 I believe we can go further than we offered. Other owners are willing to assist, but the Salvation Army is sitting down waiting to benefit by the development. I think the betterment scheme is excellent, and it may be the means of getting the Salvation Army to open up its land more quickly. On the way from Narrabeen to Mona Vale we can show development, but really the best land is round about the objective of the tram, viz., Mona Vale. Mona Vale has now an active surf club. The rock bath, which is an excellent one, has just been extended at a cost of £186. It may be said that some of the land on the route is low-lying, but that which I have enumerated is good building land.

147. For how far past the terminus would the influence of the tram be felt?—For a mile. That would not reach the wharf at Newport, but it would go near to Bayview. The very rapid development of subdivision and the character of the country that would be served are factors which should remove any hesitation about carrying out

the work. As to the motor service, there are nine licensed vehicles running from Narrabeen to Pittwater, averaging fifteen persons a bus. They meet every tram from 9 o'clock each day, and continue till 7.30 each night, whilst on holidays and Sundays extra services are provided. Last week-end Mr. Bottle brought from Bondi one of his big buses, which carries forty or fifty passengers, and it was kept busily engaged. The bus people augment their services whenever they find it necessary, and they frequently find it necessary. Before the recent holidays we refused applications from three other bus services to take up running. There has been an effort lately to induce the Salvation Army to part with some of their low-lying land near Mona Vale for a golf links, and the Army replied that it could not comply with the request, because it had decided to subdivide the Mona Vale land, and would forward plans to the Shire Council in due course. That letter, written on the 23rd December last, is indicative of what the Salvation Army intends to do. If this extension were carried out it should materially help the rest of the Manly tram service, because the additional number of passengers who would be attracted to Mona Vale would have to travel over the other sections. People are being induced to travel further out, and two motor companies are putting on new buses.

148. *Mr. Drummond.*] Do you know that the accumulated loss on the whole of the Manly system is £170,177?—No, I did not know that.

149. The estimated loss on this line has greatly increased?—The costs have increased since the estimate was made, but I cannot credit that they have increased to the great extent stated. I should very much like to see the details. I cannot believe that the loss which was estimated at £1,600 a year will now be £4,000. In any case, I believe that if a further guarantee were required against the loss the local people would agree to carry some further burden. The betterment system is the right thing.



MONDAY, 15 JANUARY, 1923.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Tramway from Narrabeen to Mona Vale.

William Hutchinson, Chief Engineer for Railway and Tramway Construction, Department of Railways, sworn and examined:—

150. *Chairman*] Have you the details of the cost of the proposed tramway?—Yes. They are as follow:—

NEW SOUTH WALES GOVERNMENT RAILWAYS.—RAILWAY AND TRAMWAY CONSTRUCTION.

NARRABEEN TOWARDS PITTWATER ELECTRIC TRAMWAY.—SECTION: NARRABEEN TO ROCK LILY.

Single track, 2 miles 45 chains, with three loops, each  $7\frac{1}{2}$  chains long. Total length, 2 miles  $67\frac{1}{2}$  chains. Ruling grade, 1 in 17; sharpest curve, 70 feet; 80 lb. rails, with 35 lb. guards.—9th January, 1923.

Description of Work.	Quantity.	Unit.	Rate.	Amount.	Total amount.
			£ s. d.	£ s. d.	£ s. d.
Excavation in street .....	7,007	cubic yard.	0 6 0	2,102 2 0	
Filling at Narrabeen Bridge .....	7,500	"	0 4 0	1,500 0 0	
Sleepers .....	6,010	each.	0 7 0	2,103 10 0	
Ballast .....	8,000	tons.	0 12 0	4,800 0 0	
Spreading and boxing-up .....	5,005	1 yard.	0 3 6	875 17 6	
Permanent-way material, rails .....	530	tons.	12 15 3	6,763 10 0	
Do do fastenings .....	29	"	42 4 10	1,225 0 0	
Do do freight .....	560	"	0 10 0	280 0 0	
Do do laying .....	4,855	1 yard.	0 5 0	1,213 15 0	
Switches and Crossings, manufactured .....		6 sets each.	120 0 0	720 0 0	
Do do laying .....	150	1 yard.	1 0 0	150 0 0	
Alterations to street levels and mains .....		Lump sum.		600 0 0	
Do telegraph and telephone poles .....		"		400 0 0	
Drainage, culverts, points, pits, &c. ....		"		600 0 0	
Electric welding, with fastenings .....	650	each.	1 15 0	1,137 10 0	
Bonding .....	470	"	0 11 1 $\frac{1}{2}$	281 4 8	
Bridge over Narrabeen Lagoon .....		Lump sum.		3,415 0 0	
Engineering, Head-office charges, surveys, &c. ....	...	18 per cent.			28,147 9 2
					5,066 10 10
<i>Chief Electrical Engineer's Estimate—October, 1920—</i>					33,214 0 0
Overhead wiring .....				3,574 0 0	
Power and feeders .....				14,100 0 0	
					17,674 0 0
				£	50,888 0 0
Telephones, Staff apparatus, Bandy records, waiting rooms .....					1,130 0 0
				£	52,018 0 0

151. What alteration would be made in that estimate as a result of working 48 hours per week instead of 44?—With a 44 hours week the basic wage is 15s. 9d.; and with a 48 hours week, 14s. 6d. In the Commissioners statement there is an estimate of £49,668 with a 48 hours week. The estimate now before the Committee is with a 44 hours week at the higher wage.

152. The difference between the estimates is the result of the difference between a 48 hours week and a 44 hours week?—Practically. You can take it that that is so.

153. I think you said there was some difficulty in getting grooved rails for the tramways. Is the rail, on the use of which this estimate is founded, a grooved rail or a rail with a guard?—It is the ordinary 80 lb. rail, to which, on a curve, is attached a guard.

154. Are you having any difficulty in getting 80 lb. rails supplied to suit your requirements?—We have a contract with Hoskins & Co. for 10,000 tons of 80 lb. rails which are being supplied very slowly—not equal to our requirements. I would not say there would be any difficulty in getting the small tonnage of rails required for any of the proposed tramways if it were decided to construct them.

155. *Mr. Travers.*] The estimate submitted by the Railway Commissioners is £49,668; your estimate is £50,888: Is the difference accounted for by the effect of the 44 hours week as against the 48 hours week?—Yes, practically.

156. The difference is £1,220, or roughly speaking  $2\frac{1}{2}$  per cent. on the total cost of construction?—Practically.

157. The difference so far as this particular line is concerned would be very small?—Yes.

158. Can you say roughly what the wages cost would be?—Over 50 per cent.

159. *Mr. Burke.*] What does "Filling at Narrabeen bridge" mean?—That is the approaches to the bridge.

160. The present bridge would have to be pulled down?—We would put up a new bridge.

161. *Mr. Drummond.*] What is the standard wage to-day?—The basic wage to-day is 15s. 9d. on the 44 hours week.

162. It was stated in evidence at a previous inquiry that in February, 1922, ballast cost 9s. per ton, whereas to-day it is put down at 12s. per ton?—A lot of changes have taken place since February, 1922. The ballast is put down at what it would cost us to-day. In the previous estimate, in addition to 9s. for ballast, there is an item for 5s. for cartage, whereas in the present estimate the cartage and the cost of the ballast are included in the 12s., and as in the previous estimate, the cartage would be out as far as Narrabeen, the cost was greater than in the present estimate.

163. In 1922, the cost of rails was put down at £21 per ton, whereas to-day the estimate is £12 15s. 3d.?—Yes. There is a great difference in the cost of rails to-day; it has gone down very much.

164. Fastenings have dropped from £45 to £42 4s. 10d.?



*Witnesses*—W. Hutchinson, 15 January, and J. T. Hewitt, 16 January, 1923.

165. The drop in the price of rails seems to be out of proportion to the drop in fastenings?—There is no doubt about the cost of the fastenings.

166. Are they obtainable other than from the Commissioners shops?—Contracts might be let for them. It is a long time since we obtained fastenings by contract.

167. The price is not necessarily governed by the cost of steel and iron?—Partly; partly by cost of wages.

168. Would it be possible to secure evidence showing the price outside?—The only way would be by inviting tenders for obtaining quotations.

169. *Mr. Doe.*] What were ordinary railway rails of similar quality and rate worth in 1914?—Perhaps £8 or £9 per ton.

170. What was the lowest price for rails?—Some years before 1914 they were down to £5 per ton.

171. The tendency of value of rails is downward?—Yes.

172. Do you think in the course of six or twelve months it would be lower still?—I do not think so. We have a contract with C. & G. Hoskins for the supply of rails at £11 to £12 per ton. There is no contract with the Broken Hill Proprietary Company because they are trying to get more than that, and the Commissioners will not give it. If a contract was entered into with the Broken Hill Proprietary Company it would remain stable for six or twelve months.

173. If there is a decrease in the cost of coal as anticipated, and there is likely to be a general increase in working hours to the 48 hours standard, is it not reasonable to assume the cost of the production of rails will go down?—I would certainly expect it to go down.

174. Your estimate as far as rails and ironwork is concerned may be regarded as a conservative one?—I can only say that the estimate is based on the cost to-day.

## TUESDAY, 16 JANUARY, 1923.

*Present:*—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.

BRIAN JAMES DOE, Esq.

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Tramway from Narrabeen to Mona Vale.

Councillor John Thomas Hewitt, Mona Vale, recalled, and further examined:—

175. *Chairman.*] You wish to give further information in connection with the Mona Vale extension?—Yes, I feared lest I might be misunderstood in the evidence I gave with regard to valuations and population. With regard to the estimated loss on the proposed line no doubt the Commissioners based their estimate upon a 3d. fare from Narrabeen to Mona Vale; but I think if the fare were increased to 6d. we would be quite satisfied to pay it. That would show a profit of £1,000 or £2,000. At present we are paying 1s. on the motor buses from Narrabeen to Mona Vale Junction.

176. Is that your own suggestion?—Yes, made after consultation with a number of residents.

177. Has that proposal been discussed at the Council meetings?—No; but I do not think the residents of Mona Vale would object to it.

178. In what way did you think you were liable to be misunderstood; were your figures too large?—No. The increase in the valuations were, I think, 300 per cent. Our books will show that. The roll will show an increase of 250.

179. In what time?—In about ten or twelve years.

180. In what way does that differ from the evidence given by you previously?—I understood that I include Manly in the Shire electors. A couple of years ago the Commissioners reported that there would be a loss of £1,600 odd on the line; now the amount is set down at nearly £5,000. How that comes about in that short period I am unable to say. We thought we could meet the first amount by the payment of a betterment tax of about £1,500, but we are not prepared to meet the higher figures. We have had offers from the owners of two or three other lines of motors, but have turned them down as we do not consider it a fair thing to the two lines of motors now running. I stated that the Salvation Army were about to subdivide their property. They have now supplied the Council with the plan of the proposed subdivision.

181. How much land are they subdividing?—The whole of the property.

182. What is the size of the allotments?—They are practically all building allotments. Mr. Tindall informed me that he expected to receive £10 a foot for some of that land. Mr. Mockbe'll tried to secure some of that land for golf links, but they would not sell it. They are giving us 10 acres adjoining our own reserve. We may be able to get more from them. If we do, we will have golf links which will be a great attraction.

183. Are there golf links at Pittwater?—No; the nearest golf links are at Long Reef.

184. In setting up golf links, is there a desire to cater for the resident population, or for visitors?—For the resident population, but there are always a certain number of visitors. From a residential standpoint, the Salvation Army property is the finest and most valuable between Manly and Barrenjoey.

185. *Mr. Mahony.*] What is the population of Mona Vale?—From the terminus down, about 500.

186. Would that population be prepared to pay a 6d. fare?—I am satisfied the majority would.

187. *Mr. Doe.*] Will you, by having discussed at the next Council meeting the proposal to pay more than the ordinary fare, so as to reduce or wipe out the deficiency estimated to occur in connection with the construction of this tramway, direct the attention of the people of the district thereof?—Yes.

188. *Mr. Burke.*] How would you find out whether the people were prepared to pay the extra fare?—We might hold a public meeting.

189. The bus fare is now so high that the people would naturally be prepared to pay 6d.?—Yes.

190. How many buses are running?—I think there are more than nine running from Friday to Monday. The average number of passengers carried by each bus during the week would be about fifteen. In the summer months the buses are practically full on each trip. Tuesdays and Fridays are tourist days, and there would then be probably ten or eleven buses running. On the intervening days, there would not be so many—probably seven or eight.

THURSDAY,



THURSDAY, 18 JANUARY, 1923.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

FRANCIS MICHAEL BURKE, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Tramway from Narrabeen to Mona Vale.

John Bill, potter's chemist, Mona Vale, sworn and examined:—

191. *Chairman.*] What length of experience have you had of the district to be served by the proposed tramway?—Since 1884. I have resided there continuously for twenty-two years. Sir Henry Parkes, during his term of office, promised in March, 1884, to give us a light line of railway. He followed that up by putting £60,000 on the estimates to start the line from North Shore. About eighteen years ago the tram was started from Manly. That was due to Mr. E. W. O'Sullivan. Mr. Ball, when Minister for Works, promised that he would forward the tram to Mona Vale. Mr. Griffith also promised the tram. On the promises of the tramline, land has advanced from 5s. to £5. Twenty-two years ago I could not meet one person on the journey from Manly to Brookvale. Anyone who knows the growth of the district during the last ten years must admit that a tram to Mona Vale is necessary, and that it would very materially advance the district. The cost of transit has increased 150 per cent. Many people would build in the district if the line were constructed. I was interested in a brickworks, and lost £2,000 on it. I thought it was necessary to have brickworks in the district. I was obliged to close the brickworks down. The works have been closed for three years. If the tram were available, I could obtain fuel, which I could not otherwise. People are now paying £6 5s. per thousand to get bricks to the district. The district is one of the best in New South Wales, and if traffic facilities were given, it would advance by leaps and bounds. There is a great deal of land available. It is not merely suitable for poultry-farming, but is first-class residential property. We have to pay 1s. to get to the tram. If we miss the tram it takes about four hours to get to and from the city. If the bus breaks down, it means a further delay of a couple of hours. People would not refuse to pay an additional 6d. for proper transit facilities. Many people will not go into the district because of the lack of such facilities. At present there is no accommodation for people who desire to go there. Land was sold in that district by Mr. H. F. Halloran, auctioneer, for 25s. per foot in blocks 50 x 150 ft. He emphasised the promise of a tramway. Land which was sold then could not be bought for less than £3 to £3 10s. per foot to-day. In consequence of the many difficulties which have to be encountered, people will not build.

192. You stated that Mr. Ball, when Minister for Works, made a certain promise. Were you present when that statement was made?—Yes.

193. Did he say that he would build the tram, or that he would refer the question of the construction of this tramway to the Public Works Committee?—He promised the people, if returned to power, he would see that the tram was brought to Mona Vale.

194. What did Mr. Griffith say?—He said he would continue the tramline to Mona Vale. Mr. Estell said it was one of the first tramways he would ask the Committee to go into.

195. We have an official report of the deputation that waited on Mr. Ball. In reply to that deputation he said that he had referred the proposal to the Committee as from Narrabeen to Mona Vale. We have not a record of what Mr. Griffith said. Do you think Mr. Griffith said he would go straight on with the work?—Yes.

196. The interest on the cost of construction, and the working expenses is estimated at £7,394 per annum; the annual revenue is estimated at £2,500; leaving an estimated loss of £4,894 per annum. Do you think that offers anything like a prospect of becoming a payable concern?—As an experienced railway worker, I cannot see how they can obtain any estimates of loss on a place they know nothing about. In the same way it was stated that The Spit tramway was going to be a great loss.

197. What authority have you to say that The Spit tramway does not show a loss?—By seeing the number of passengers it carries.

198. Do you know that during the last five years the Manly trams have shown a total loss of about £49,000?—If they had been under proper supervision that would not have been the result.

199. If to that loss of £49,000 there is to be added the loss of another £5,000 per year from the construction of this tramway, do you think there would be justification in paying that amount of money out of the public purse to provide you with a tram?—I only wish, if I were in a position to do so, the Government would permit me to finance it.

200. Can you give the Committee any idea of the population of the Mona Vale district within half a mile of the proposed terminus?—I could not.

201. The population is sparse?—Yes.

202. What is the general character of the settlement about that district now?—Mostly small settlers like myself.

203. What are the attractions in the district which, in your opinion, would transform the Mona Vale area from a sparsely settled to a fairly thickly settled district?—It has one of the finest beaches in Australia, and the area around it is second to none in Australia. It has one of the best little harbours in Australia—Broken Bay—within a mile of where we are asking that the tram be built. During the last two years residences have been erected which have cost something like £2,000 or £3,000.

204. In what part of the district?—Bay View.

205. That is not in the Mona Vale district?—It is only a mile away from where the tram would terminate.

206. If the tram were constructed, and a man working in Sydney near the G.P.O. were to become a permanent resident in Rock Lily or Mona Vale, how long would it take him to get to his work?—About one and a half hours.

207. Do you not think that would be a serious handicap to people working in Sydney?—It would be to workers, but not to people who were in offices and went to work at 9 o'clock.

208. Do you think it would be a place of residence for the fairly well-to-do?—Yes, I am sure of that.

209. Could not such people pay the high cost of conveyance in the bus?—Yes.

210. The following is a statement made by a responsible officer who has to stand up to criticism:—

The route embraces large areas of suitable building land, but in view of the distance from Manly and the comparatively high cost of travel, the Commissioners are of opinion that the prospects of this land being taken up for residential purposes to any material extent are remote; and that in consequence the ordinary week-day traffic would be very limited for many years to come, and the line would be dependent for its revenue on the tourist traffic at week-ends and on holidays.

Do you agree or disagree with that statement?—I very much disagree with it.



211. Have you made no calculation as to the number who travel from Mona Vale on ordinary week-days?—At 10 o'clock this morning we had to stand on the motor bus.

212. The £2,500 a year estimated revenue is based on an hourly service. Would that service be sufficiently convenient to the Mona Vale people?—I believe the present service would do.

213. How often do the buses run on ordinary week-days?—There are two buses every hour.

214. The absence of the tram, according to you, has not militated against one development in the district, that is the increase in land values?—The promise to construct a line gave an impetus to the buying of land.

215. *Mr. Doe.*] Are you connected with the Council?—No.

216. Would the land be increased in value if the tramway were constructed?—Yes. Land at Dee Why and Narrabeen which I could have bought for 5s. brought £21 on the Collaroy tram route.

217. Do you not think the present terminus is beyond the distance which a tram could successfully serve from the financial viewpoint, and also the giving of efficient service?—The extra distance would make no material difference. Mr. Lee is another Minister who made a promise in connection with the construction of this line.

218. Is it not a common practice for the Railway Commissioners to deliver goods by tram?—Yes.

219. *Mr. Mahony.*] From Curl Curl Lagoon right up to Collaroy is there not plenty of vacant land?—There is a lot of vacant swampy land there.

220. Is the land about Curl Curl Lagoon and between Manly Lagoon and Dee Why Lagoon low-lying land?—A great part of it on to Mona Vale is low-lying land.

221. From Manly Lagoon to Dee Why Lagoon is not the land suitable for residential purposes?—Some of it is; some is not.

222. What does the district lend itself to—the establishment of industries, or is it a residential area?—A residential area.

223. Is there not land handier and just as suitable farther south than Mona Vale?—It would not be as good as Mona Vale.

224. Freshwater and further north would be suitable for residential purposes?—If people could get there.

225. *Mr. Burke.*] You were manufacturing bricks?—Yes.

226. Where?—At Mona Vale.

227. What would it cost to carry coal from Narrabeen to your works?—7s. 6d. a ton. The works were shut down on account of the heavy cost. Coal was taken as far as Narrabeen for 2s. 6d. a ton.

228. It used to cost you 10s. a ton to get down to Mona Vale?—Yes.

229. How many men were you employing?—I could now employ from ten to sixteen.

230. If the tram were extended to Mona Vale you could immediately open up brickworks there?—I would do so immediately.

231. Where would your bricks go to?—Narrabeen and Mona Vale.

232. Do you know anything about the £1,500 guarantee?—There was no mandate from the ratepapers to guarantee anything.

233. In a general way, have the residents of Mona Vale held any public meeting to advocate the extension of the tramway?—Yes.

234. Were those present at the meetings favourable to the construction of the tramway?—Yes.

235. As a ratepayer, supposing the Council were to guarantee £1,500 to cover part of the loss of £4,894, would you oppose it?—I would.

236. Has there ever been a meeting respecting the £1,500 guarantee?—No.

237. Is there much swampy land in the district?—There are two small swamps.

238. Where are they situated?—One is just at the tram terminus.

239. How much land is there of a swampy character?—From 10 to 11 acres.

240. How far do the two companies run their buses?—To Palm Beach.

241. What would be the average number of passengers carried per bus from Narrabeen terminus?—I know that in every bus there is hardly a chance to obtain a seat.

242. Do you think the people would be prepared to pay the 6d. fare for any length of time?—I do not think they would complain about paying 6d. for the tram.

243. Would there not be an agitation for reduction of the fare within six months?—I do not think so.

John Frederick Duffy, orchardist, Mona Vale, sworn and examined:—

244. *Mr. Travers.*] How long have you been in the district?—Eighteen to nineteen years.

245. Do you agree with the evidence given by the previous witness?—Yes. I was in the Council for ten years and was president for three years. We had seventeen or eighteen deputations to the various Ministers. In an interview with Mr. Lee in 1907 or 1908 he promised a tram as far as Brookvale. A deputation waited on Mr. Griffith, when Minister for Works, who promised a tram to Collaroy. That was granted. We got up a fresh agitation, and he promised a tram as far as Narrabeen, provided we would pay 3d. from Collaroy to Narrabeen. We agreed to pay the 3d. and we got that section. We then asked for a section to Mona Vale. He promised to grant that if he were in power the following year. Unfortunately Mr. Griffith went out of power. Then came Mr. Ball. The company spoke about reclaiming a certain portion of the Narrabeen Lakes frontage to the main road and cutting it up in blocks and selling it. We pointed out to Mr. Ball that we could not allow it, because it was cutting the main road front off and blocking the progress of the tram. He said then as Mr. Griffith had promised us the tram, he was in duty bound to honor that promise. Since then we have heard nothing more about it. We have had deputations to the Ministers for Works and to the Railway Commissioners as well. The Council bought the land known as Wheeler's Hill at Narrabeen to hand to the Commissioners, or whoever would construct the line to Mona Vale to get filling free of cost. We paid about £1,000 for that land. That would save those constructing the line something like £3,000 for filling. It was pointed out to us that the Narrabeen line was not paying. As time went on the matter dropped. First of all they built the tram round by the Corso and from the Corso to Pittwater-road. In laying the line to Narrabeen they put in various loops and sidings which were absolutely of no use to the tramway. Mr. Griffith promised he would make the tram-cars fit for carrying produce. I at times sent fruit by the trams as far as Narrabeen, and to Manly, but found there was too much handling to make it worth while. I do not know why the district is neglected, as Mona Vale and Pittwater is one of the most beautiful districts in the world. There is very little land for working men to buy in the Mona Vale district, unless they pay a good price for it. When I came to the district land could be purchased for £3 or £4 an acre. Only three weeks before the end of the year I was offered £200 an acre for land, and would not take it. I have a 7-acre block, and it is the only large area in the district. According to an estimate I got from some land agent between Newport and Barrenjoey, there has been half a million pounds invested in subdivisions during the last three years. If the tram is constructed to Mona Vale those people will later on agitate that it be taken to Newport. In 1907 I used to ride a bicycle from my place to the Council Chambers, a distance of 7 miles, and there were then not more than ten houses. To-day in that district there are perhaps thousands. What has made Dee Why? The construction of the trams.



*Witnesses—J. F. Duffy, 18 January, and J. W. Austin, 14 March, 1923.*

246. Have you noticed whether the extension of the tram to Narrabeen since 1913 has stimulated settlement in the direction of Rock Lily, say, about a mile from the present terminus at Narrabeen?—Yes.

247. Referring to the settlement which has taken place between Brookvale and Narrabeen since the tramway was constructed, can you say whether the bulk of the land on the ocean side is fairly settled?—It is pretty well settled except where Brookvale Park is.

248. You say that all the accessible land on the eastern side, say, from Brookvale to Narrabeen, is fairly settled from the extension of the tram?—Yes.

249. Taking the western side from Brookvale to Narrabeen within  $\frac{1}{2}$  mile radius of the tram, is that also fairly settled?—A considerable portion of that after you get over the hill belongs to the Salvation Army, who are subdividing it.

250. Taking the same mileage, would you expect as good results if the line were constructed from Narrabeen to Rock Lily as from the Brookvale-Narrabeen line?—I should think so.

251. You have 7 acres of orchard land?—I have about 9 acres altogether.

252. Is the whole of it under cultivation?—About 9 acres of it.

253. What class of fruit do you grow?—All classes.

254. Where do you find your market?—With the Stanmore Preserving Company for 800 bushels of lemons and 200 bushels to the municipal markets, this season, making a total of 1,000 bushels. The stone fruit I put on the municipal market.

255. Is the stuff bought on your property?—I hire a motor-lorry, and have it carried to Narrabeen, then to Sydney.

256. Does your stuff go right to market by means of a lorry, or do you send it in by steamer?—By the lorry. The lemons are sent to the Manly boat. The Stanmore Preserving Company take delivery at Manly.

257. Are there other orchards in the district?—A few.

258. Do they mostly find a local market?—Yes.

259. Apart from increasing settlement, the tram would not have any effect on your business?—It would if the tram was run direct.

260. Between the route of the tram and the ocean is there any appreciable room for development?—The Salvation Army takes up the biggest portion of that. If the Government resume that portion of land and cut it up it would pay for the tram.

261. You say that the greater bulk of the land on the eastern side of the proposed line once you cross the bridge is owned by the Salvation Army?—Yes. Plenty of people would travel if they could get to Narrabeen for 6d. who do not travel now.

262. *Mr. Doe.*] You heard the previous witness say that he objected to the Council giving a guarantee of £1,500 towards the estimated loss of £4,894. Would you object to the Council giving such a guarantee?—If the guarantee were extended to the whole of A Riding I would agree to it.

263. It was proposed to raise the amount from those who live within a mile of the tramway?—Yes.

264. How often does the bus service run now?—About every hour.

265. Do you think an hourly service would be satisfactory to you?—Yes.

266. By the construction of the tram what do you think would be added to the value of the land?—About 100 per cent.

267. In that event do you not think it reasonable that some portion of that increase should go back to the Government to make up some of the estimated loss?—I think so, if you could point out where any other tramway or railway has done likewise.

268. You consider if a man's land is increased to the extent of £1 per foot and another man's land is increased by 10s. a foot, they should pay in that proportion?—Yes.

269. Was Griffith Park originally part of the Salvation Army property?—It was resumed by the Government and given to the people.

270. Is it suitable for park purposes?—Yes, it is one of the best.

271. *Mr. Drummond.*] Right on the tramline there is a lot of land between Narrabeen and Brookvale which is not built on; what is the reason?—The building starts on the Manly side of the Dee Why Lagoon, and there is very little vacant land between there and Narrabeen.

272. I understood you to say if this tramline is constructed to Mona Vale the value of the land would be increased considerably thereby?—Yes.

273. Do you not think that will be a bar to development?—No; the land is already bought up. If the tramway is constructed those people will build. Building on the land must enhance its value.

274. Is there any marked hostility to the guarantee?—There was none shown at the meeting.

275. Was the question of a guarantee an issue at the election?—No.

#### WEDNESDAY, 14 MARCH, 1923.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.  
The Hon. ROBERT MAHONY.  
FRANCIS MICHAEL BURKE, Esq.

WILLIAM CAMERON, Esq.  
BRIAN JAMES DOE, Esq.  
DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Tramway from Narrabeen to Mona Vale.

John Warwick Austin, storekeeper, Mona Vale, sworn, and examined:—

276. *Mr. Travers.*] Do you wish to make a statement as to why you support the proposed line?—Yes. I have been eighteen years in the district. We are paying at the present time a fare of 1s. for a trip of 2 $\frac{1}{2}$  miles in the motor bus from Narrabeen to Mona Vale. There are two lines of motor buses, and they carry from 75,000 to 80,000 persons a year. One line has about eight buses; it has added three large ones within the last six months. The other line has about six buses. There is an area of about 250 acres belonging to the Salvation Army on which there is room for at least 2,000 cottages. The plans for subdivision

are now before the Council. Within a mile of the proposed line there is room for at least 5,000 to 10,000 houses. The line would open up a great area between Manly and Mona Vale, as there is building land on each side. I may say that at Narrabeen and Collaroy, the area of land is limited, particularly at Narrabeen. Mona Vale is situated at the junction of the road leading to Bay View, Church Point, and Kuringai Chase, and also to Newport and Palm Beach. The line would serve all that country well. It is about 3 miles to Church Point from Mona Vale Junction, and about 8 miles to Palm Beach. Recently, a resolution was passed by the ratepayers for a rate to meet any loss incurred by the tram. I think it was



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Witnesses—J. W. Austin, 14 March, and J. Baker, 3 April, 1923.

a ½d. in the £ within a mile radius, and *pro rata* further away. The proposal was to include all land in "A" Riding; and the residents are prepared to pay a 6d. fare from Mona Vale to Narrabeen. We think that 1s. for 2½ miles is rather dear.

277. Is there plenty of land available for residential purposes?—On the western side of the proposed line, hundreds of acres.

278. Is there much settlement between Narrabeen and Mona Vale on the western side of the line and within ½-mile of it, that is the side opposite to the ocean?—Yes, a fair settlement, but very scattered. Most of the people there own blocks of 5, 10, or 20 acres. They are mostly poultry farmers and orchardists. Most of that land would be available for residences.

279. Have you noticed whether much settlement has taken place in that area since the tram was constructed to Narrabeen?—A fair amount. The tram to Narrabeen has increased the population very much, and, no doubt, the same thing would apply further on, particularly as there is more land available.

280. Is the land in the direction of Newport good land for residential purposes?—Yes, it has all a nice slope.

281. Do the buses go to Palm Beach?—Yes.

282. What is that traffic mostly; is it tourist or residential?—Mostly tourist. In summer-time a lot of week-enders travel on Saturday and Sunday. Agar runs a motor launch from Newport to Palm Beach. He has three launches which would carry, I suppose, 250 people, and they are crowded at week-ends.

283. Is there much land being sold now on the western side of the proposed line between Narrabeen and Mona Vale?—There is no subdivision. The land is all held in big blocks, but the farms change hands frequently.

284. Is there much farming or orchard work being carried on?—Yes, a fair amount. The land averages £100 an acre.

285. You say that if the line were constructed, the Salvation Army would cut up their land, and it would be readily disposed of. What is preventing land on the western side from being disposed of now; is it because it is held in large estates?—Yes, it is held in large blocks; and the want of communication kills sales.

286. What is the value of land on the western side?—Within a mile or more of the proposed tramway it is bringing £100 an acre, and more in some places.

287. What class of persons do you think would settle down in the district between Narrabeen and Mona Vale?—I think people of the middle class.

288. Would such people be likely to use the tram?—Yes.

289. The distance from Manly is 10 miles 42 chains; that is a long distance a person would have to travel to go to work?—Yes, but at workmen's rates it would not cost them a great deal. Besides, they would be able to grow their own vegetables, as the blocks are not small.

290. Would you expect as much residential settlement to take place within the influence of the proposed line, as has already taken place for a similar distance, that is—2½ miles back from Narrabeen towards Manly?—More. There is a subdivision about 1½ miles from the proposed terminus on the top of the hill, at the old powder works. I am told that as fast as it is being subdivided the land is being sold at 5s., 10s., and 15s. a foot.

291. Are the small farms you spoke of being gradually wiped out, and giving place to residential settlement?—Not at present.

292. Do you think that would happen if the line were constructed?—Naturally, because the land would be too dear for farms. The farmers would go farther out.

293. On the western side of the line is there any low-lying land not suitable for residential purposes?—Yes; after you leave Narrabeen there is probably half a mile on the western side which is a bit swampy.

294. *Mr. Doe.*] Where is the land situated that is being sold at 5s., 10s., and 15s. a foot?—At least 1½ miles west of the proposed terminus.

295. Do you not think that, should the line be constructed, there is likely to come, in the comparatively near future, an agitation for the conversion of the tramway into a railway such as occurred at Castle Hill not long ago?—I do not think so, because the cost of a railway would be too much.

296. How long would it take for people to come from Rocklily to the City?—That would only add about a quarter of an hour to the present time of the journey.

297. Is there any general feeling on the part of the people that they would be prepared to pay a fare of 6d. on the line?—We have had public meetings, and the people were all unanimous. At the present time they are paying 1s. Every Sunday, from 4 o'clock till 7, it is almost impossible for anyone at Mona Vale to get a seat in a bus going to Narrabeen. The buses fill up at Palm Beach, Newport, and Church Point, and it is very difficult for anyone at Mona Vale to get a seat.

TUESDAY, 3 APRIL, 1923.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.

BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Tramway from Narrabeen to Mona Vale.

James Baker, storekeeper, Mona Vale, sworn, and examined:—

298. *Chairman.*] I understand you have prepared a statement of your views regarding the proposed tramway?—Yes. It reads as follows:—

I am a storekeeper who settled in the Mona Vale district about sixteen years ago. As such I know the district fairly well. I consider that the tram at its present terminus barely touches the Pittwater district. At various deputations to Ministers it has been pointed out that Mona Vale is the distributing centre of the district. There you have room for settlement on every side. Honours are equally divided between Newport on one side and Bayview and Church Point on the other side. There is also a great deal of settlement on the western side. Even without a tram Mona Vale is a natural settlement, and contains four general stores within 100 yards of each other, three butchers' shops, a large bakery, four

registered dairies, public school, post office, three churches, and two parks, one of about 100 acres, between the Junction and Ocean Beach. Both Anthony Hordern & Sons and Nock & Kirby, Ltd., deliver goods to Mona Vale and district every day. The amount of land available for settlement should the proposed line be extended is considerable. A great number of people have in past years secured small holdings, and are waiting for the long-promised tram. The present means of transit for people with limited means, and in many cases with large families, makes settlement there prohibitive. All the land held by the Salvation Army along the proposed route is being cut up for settlement. It may truly be said that the people of the Pittwater district fought for this tram, section by section, to its present terminus, and many of the old pioneers who have passed away have not had the satisfaction of realising their cherished hopes of a tram to Mona Vale. Means of transit at week-ends and holidays is pitiable, and people can be seen standing at the Junction for hours at a time before being picked up. Motors are packed at the starting-point at Newport and Church Point. Many visitors say that, much



Witness—J. Baker, 3 April, 1923.

as they like the district, they would not come again until better means of transit is promised. As a tourist district Mona Vale is second to none. It is a seaside resort, with beautiful and extensive surf beaches, and a large rock bath where hundreds of women and children bathe with safety. There are in the district houses providing up-to-date accommodation to suit every purse. I am confident that the line would in a few years from a settlement and tourist standpoint far exceed expectations.

299. Do you regard the present settlement in the district concerned in the proposed tramway as sufficient to justify an expenditure of £50,000 in constructing it?—Yes, if the tramway were extended to Mona Vale settlement in that district would increase before long. It is a suitable place for immigrants from the Old Country who could be settled on small farm blocks in the vicinity. People have already taken up small holdings there for settlement purposes.

300. Between Pittwater-road, on the one side, and Sea-view-street on the other side, according to the plan which you submit to the Committee, there are a large number of blocks of 60-feet frontage, all of which are held by people who are only waiting for the tramway to be constructed in order to build and become permanent residents there?—Yes, there are hundreds of acres there suitable for settlement.

301. Do you believe that considerable permanent settlement would result from the construction of the tramway?—Yes. If the tram fare were made cheaper than it is now on the trams from Manly to Narrabeen, the Mona Vale district would go ahead by leaps and bounds.

302. Would you expect much settlement from 1 mile north of the bridge, on the flat?—There is only about 300 yards of really flat land not suitable for building on. Ahead of that there is a beautiful district. Mrs. Collins has cut up her land to considerable advantage, although part was condemned by the Water and Sewerage Board. It is all built on now. When all the land in the Mona Vale district, including the Salvation Army land, which is being sold, is settled, it will become the main centre of Pittwater. The present motor bus service is too dear, and sometimes you cannot get a bus when you want one. The boy scouts had to wait until 10 o'clock this morning to get away in the buses, although they wanted to go home last night.

303. Do you regard the proposed tramway from Narrabeen to Mona Vale as a section of a future extension to Newport?—Yes.

304. Does the Pittwater-Newport district in itself attract people, or is it the country between Narrabeen and Mona Vale?—The Newport people say that they will be satisfied with the Mona Vale tram. The residents of Bayview and Church Point are also satisfied with the Mona Vale tramway proposal. Many of the people who go to Bayview and Church Point have their own motor cars, but there are other people who want the tram. In order to show you what the district is, I have brought with me my cheque-book, and if you wish it I am willing to show it to you for your own information. Where there are now four store-keepers in Mona Vale, there would be one hundred after the construction of the tramway.

305. Did you attend the last public meeting on the question of the tramway when a suggestion was made about imposing an annual levy on the people?—Yes.

306. Did you agree with that suggestion?—Yes. We were quite prepared to fall in with the suggestion. But it is the wish of the local residents that the tram fare should be reduced. We consider that sixpence fare for barely 2 miles is not in the interests of all concerned, but we are prepared to leave the matter of the fare to the Railway Commissioners. If we cannot get the tram without penalties we shall have to pay, but we feel that a sixpenny fare should not be charged.

307. *Mr. Doe.* Seeing that the tram already runs 8 miles from Manly to Narrabeen and that if the line is extended to Mona Vale it will run 10½ miles, is it not getting beyond the limit of useful tram service owing to the time involved in such a journey?—We believe that the trams are now delayed at the existing terminus for longer than they would take to run down to Mona Vale and back. Very little additional time would be needed in running to Mona Vale. Then there is the matter of the North Shore Bridge. When that and the Mona Vale tramway are constructed Manly might be cut

off altogether, when the tram could run across from the Sydney-road at Condamine-street. We shall be hit nearly one-third of our taxes for the North Shore Bridge.

308. What size are the blocks to which you have referred?—Many of them have not yet been cut up, but there are estates all over the place. We should be pleased to show the Committee over the ground.

309. There is already a heavy and increasing loss on the Manly-Narrabeen tram?—You could not expect anything else, but it will pay later on. Both Collaroy and Deewhy are becoming like little cities. You must expect a loss for a year or two to allow building to take place in the district served by the tram. The proposed extension would help to bring revenue to the existing tram because it would bring traffic to the line.

310. When there were only a few houses at Narrabeen the loss on the tramway was £7,000 per annum, and since the number of houses have increased, the annual loss has gone up, and last year it was £13,000 odd, so that with the increase of population the annual loss on the tramway seems to have become greater?—There must be something wrong somewhere. It may be because of the cost of upkeep. There are men in the Mona Vale district who have waited twenty-six years for this tram.

311. *Mr. Mahony.* What is the land in the Mona Vale district used for; is it suitable for residential purposes?—Yes, all of it. Close to the route of the proposed tramway it has been cut up for residential purposes. The Salvation Army land is all suitable for residential purposes. People could go out there and make their homes and have little vegetable gardens and poultry runs. One resident in my district who has 4 acres, is said to have made £700 out of beans which he has grown.

312. Is the land suitable for residential purposes on the eastern side of the proposed tramway?—Yes, and on the western side too.

313. I suppose the land further west is generally used for farming?—Yes, some of it, but there is some very suitable residential land on the western side of the route, and much of it is elevated.

314. The tramway would not be suitable for the transport of farm produce?—It could be made suitable.

315. Do not you consider that for a district of this description an electric railway is much preferable to a tramway?—There is a proposal to run a train from Gordon to the Narrabeen district, but the Mona Vale and Pittwater people want direct service with the city, and the tram would give us that.

316. You have now direct service from Narrabeen to Manly by tram, where you have to tranship to the city. Is not that a long service?—Much of the produce grown in the Mona Vale-Narrabeen district would be sold in the Manly market. It is so sold at the present time.

317. Is not 10½ miles rather far for a tram service?—It is a long way.

318. Would the tramway be likely to pick up any intermediate traffic which would assist in increasing the revenue?—Yes, at Warriewood, for instance, where there are about 200 people.

319. How many people live in the Mona Vale district?—I know of about 500. There may be 1,000 for all I know.

320. Where are the big estates in the vicinity of the proposed tramway?—There are the Rocklily estate, the Brock estate, and on the west of Brock's estate there is another estate. There are hundreds of acres of land there suitable for residential settlement.

321. Are they being cut up for settlement at present?—Much land in the district has been cut up. Warriewood estate has been disposed of. The Rocklily estate has not all been cut up. Much of the Brock estate has been cut up, but is being held in anticipation of the tram coming.

322. What is the land like on the western side of the road, and on the northern side of the lake?—After you pass Greenhills there is a flat, but the remainder of the land is suitable for residences. There are only about 20 acres of lowlying or marshy land which is unfit for anything.



Witnesses—J. Baker and G. B. Maisey, 3 April, and E. J. Doran, 13 July, 1923.

323. I understand that the land on the eastern side of the road, held by the Salvation Army, is cut up?—Yes, and it would settle thousands of people.

George Benjamin Maisey, master baker, Mona Vale, sworn, and examined:—

324. *Chairman.*] Have you resided long at Mona Vale?—Since 1920. I endorse all that Mr. Baker has said regarding the proposed tramway.

325. During your three years' residence at Mona Vale what changes there have taken place?—I have seen some new houses built and some new residents come to the district.

326. What is your opinion of the district as a place for occupation of the artisan class?—I think it is a very good district in many respects for the working man, because he can have his home there and he can go in for poultry-farming and vegetable growing. Three sawmills working in the district are doing a good trade, and there is mention of a big brick-yard commencing operations there. I believe the place will go ahead by leaps and bounds if the existing tramway is extended to Mona Vale.

327. Do you regard the district as one suitable for the man of ordinary means who works in Sydney?—would it be convenient for him to reside at Mona Vale and come to the city every day?—Yes, with the tram he could do that. The motor-car fare is too dear. If he left home at 7 o'clock in the morning he should be in Sydney by half-past 8.

328. That means he would have to travel three hours a day to and from his work. Does that offer a bright prospect for permanent settlement?—The city and nearer suburbs are very congested, and people will have to go further out to live. Most of the residents out there depend on their own resources for much of their food.

329. Where are the small farms situated?—On the western side.

330. Do you agree with what Mr. Baker has said, that the produce of those farms will find a market in Manly?—Yes. I can say that the residents of the Mona Vale dis-

trict are tip-top pays. A man has not to wait for his money there. I have hardly had a bad mark on my books, and the bad marks I have are those of people who came to the district last. As a tourist resort, I may say that on occasions I cannot bake enough bread. If it pays to run a tram to Narrabeen, it would do no harm to extend it  $2\frac{1}{2}$  miles further on. The majority of the people who come to Narrabeen travel by motor bus to Newport, Palm Beach Church Point, and Kuringai Chase.

331. It is mostly a tourist traffic?—On holidays and in the summer months it is. But when we get the tram there will be a permanent settlement. Mona Vale is at the junction of several roads leading to Pittwater, Church Point, Newport, and Manly. As Mr. Baker has said, the Mona Vale district would be a suitable one in which to settle immigrants.

332. *Mr. Burke.*] What is the average price of land at Mona Vale?—From 30s. to £10 a foot. I can buy land on high ground in many places not far from the stores for 30s. a foot. On the main road at Mona Vale a corner block was offered to me about a week ago for the purpose of building a cottage for £2 10s. a foot. If I took two allotments I could have one for 30s. a foot.

333. What was the frontage?—I think 60 feet.

334. Do not you think that the district is too far away for a considerable permanent settlement?—No, I do not.

335. Wet week-ends interfere with the tourist traffic, whereas with permanent settlement you have regular travellers?—We should get permanent settlement there. My boy runs the cart through the district. He tells me that about 100 houses and week-end places have gone up since last Christmas twelve months, as far out as Careel Bay and around Newport and Church Point. Towards Church Point and Newport a continuous stream of material is being carted from Manly or Sydney. The place must be going ahead.

336. You have noticed few dwellings going up in the Mona Vale district. Why do they go up at Newport which is still further from the tram?—In my opinion it is because there is a hotel at Newport.

FRIDAY, 13 JULY, 1923.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, Esq.]

DAVID HENRY DRUMMOND, Esq.

The Committee proceeded to further consider the expediency of constructing a line of Tramway from Narrabeen to Mona Vale.

Edward John Doran, Traffic Manager, Department of Tramways, sworn and further examined:—

337. *Chairman.*] The information you are about to give us will relate to both these tramway proposals?—Yes.

338. You have some information with regard to the one-man tramcar?—Yes, I have prepared some additional information with regard to one-man tramway car operation on two proposed tramway lines, viz.:—Haberfield to Dobroyd Point, and Narrabeen to Mona Vale. I took these as being more desirable to get an accurate figure. The other proposals were somewhat uncertain as regards cost and so on, and I could not come to a satisfactory conclusion. In dealing with these lines I have allowed for the same mileage and the same revenue as represented in my evidence. On the Haberfield-Dobroyd Point proposal the figures represent the operation of one-man car only over the new section. That is to say, it will be a local service here. It would not come into the Sydney traffic. On the Narrabeen-Mona Vale proposal the figures include both one-man and two-men car operation, as the traffic would be of such a character as to call for the larger cars during week-ends and holidays. The basis of my original

figures in connection with the one-man car operation was formed on the assumption, and for the reasons given, that the cost of operation would be approximately 40 per cent. less than that for two-men car operation. Under this arrangement, therefore, the cost of operation of the one-man car on the Haberfield-Dobroyd Point section would be 14.01d. per car mile, as against 23.35d. per car mile under two-men car operation; and on the Narrabeen-Mona Vale section the cost of one-man car operation would be 18.55d. per car mile, as against 39.93d. per car mile under two-men car operation. The estimated loss on the Haberfield-Dobroyd Point proposal under two-men car operation is £2,540, and under one-man car operation, £420 per annum. On the Narrabeen-Mona Vale proposal the estimated loss under two-men car operation is £4,894, and under the dual operation of one-man and two-men cars, £3,678 per annum. That is to say, the cost of operation at Manly is much heavier than in the city. It is about 7d. a mile more.

339. *Mr. Travers.*] On each of the two lines you refer to the passengers would leave the one-man car to join up with the two-men car, if they were going further?—Yes.



Witness—E. J. Doran, 13 July, 1923.

340. In considering your estimates, have you based them on the cars carrying an equal number of passengers—that is to say, would your one-man car carry as many passengers as your two-men car?—The seating capacity of a one-man car is about thirty-two; it could be made more or less. A two-men car would carry from fifty-five to eighty.

341. In the event of a rush of traffic during the early hours of the morning or in the evening, how would you cope with it, with a one-man car? Would it necessitate having to put two-men cars on?—It might be necessary, or we might be able to divert one of the two-men cars for a trip or two, as occasion demanded. For instance, if there was anything special on out Mona Vale way we might put a two-men car on.

342. I take it that you are of opinion that the one-man car would suit the local traffic between Haberfield and Dobroyd Point, and Narrabeen to Mona Vale, from the point of view of passenger accommodation, as well as the two-men car?—Yes, except during the week ends at Mona Vale, when we probably would have to put on the two-men cars. On holidays we carry up to sixty car loads of people to Narrabeen, and a percentage of those would go on to Mona Vale as tourists.

343. Have you allowed for that in making up your estimates?—Yes.

344. In both cases?—In the case of the other line the heaviest traffic probably would not require a two-men car.

345. Are you quite satisfied as to the safety of the one-man car?—That is its special feature. It is a safety car. It has unique safety appliances, both as regards air brakes, sand gear, and door equipment.

346. Have the Railway Commissioners expressed any definite views regarding the use of the one-man cars, and their practicability?—Not so far as I know.

347. The information you put before us to-day is in regard to these two proposed tramways. How would it effect other proposals which have been made, and are under the consideration of the Committee? Would the one-man car apply to them? You have expressed an opinion about the Lyon's-road tram?—Yes, and there is one to Watson's Bay. I should not think the traffic there over a long period would call for more than a one-man car, except as regards week-ends.

348. And the Curl Curl to Freshwater line?—I got out an estimate some time ago from which it appears that it would be necessary to have a two-men car there except between the hours of 10 o'clock and 4, and from 8 o'clock to the finish. We would need to have a dual operation there. While the figures in that case are somewhat old, they estimate the loss at £2,337, and, taking into consideration the difference between the one-man car and the two-men car, it would be £1,900. Of course, it is only an estimate. We do not know how the place will grow, but we think that over a long period of the year the one-man car would be sufficient in the middle of the day. This is based upon figures that were got out in 1921. I do not put them forward as being up-to-date figures, but they would be approximately correct. I think the cost of operation of a one-man car generally would be 40 per cent. less than the other. In Invercargill, New Zealand, the platform expenses are 50 per cent. less, but the electrical costs there are somewhat higher, because the one-man car is equipped with electric brakes.

349. Can we take it that the one-man car could be applied more or less to all the tramways that are under the consideration of the Committee?—Yes, I think so, and to some of the existing steam tramways, but I do not know what policy the Commissioners would adopt in regard to it. We must soon electrify the Arncliffe-Bexley tramway, and with a quick electric service, as we shall have on the railways, we must have a quick and more frequent electric tram service to connect up.

350. You only recommend that for connecting lines, not for main city lines?—Yes, except between the Circular

Quay and Woolloomooloo; that is the only one in the city. The traffic there is very light, and does not call for a big car.

351. *Mr. Drummond.* In regard to the Haberfield to Dobroyd Point proposal, when you were giving evidence as to the financial side of it, I asked you this question, and you gave this answer:—

Do you regard this line as one whose full utility will not be obtained unless there is the further extension?—Yes. This is only a very short section. You cannot extend the line further than the water's edge. If the proposal I favour were carried out it would, I admit, divert some traffic to the railway, but I would be glad of such relief at the busy times.

In regard to the financial aspect, that has been greatly altered by the safety car proposal. Do you still think, quite apart from the financial aspect, that it is desirable that that through connection should be made?—I think I did say that it is the policy of the Commissioners to try to get connections made to the railway rather than to bring additional trams into the city. Every new line means additional congestion. If we can get connections to the railway it will relieve us considerably. A connection across there would be of considerable relief to the Leichhardt trams.

352. The tram lines which traverse the Parramatta-road are loaded to about their full capacity at the peak moments of the day?—When they say as far as George-street West they are. They are mingled with the Balmain trams, and the Newtown and Cook's River trams, and the street is too congested now.

353. Taking this short length, from Haberfield to Dobroyd Point, by itself, in view of the new figures you have given, do you regard this proposal favourably, as business manager of the trams?—I would say there are other proposed lines which are more important than that. It certainly would be a great convenience to people down there, but I would not look upon it as an urgent matter. For instance, Freshwater is badly served as compared with Dobroyd Point, and we are only just starting on the Undercliffe to Forest Hill line, which the Committee agreed to some years ago. That was a line we asked for for a considerable period.

354. From the financial aspect, do you consider that an approximate loss of £420 on that length of line is a serious detriment to the proposal being carried out?—No, I would estimate that that loss could soon be wiped out.

355. From that point of view it could be regarded as reasonably sound. Now, taking the other proposal in relation to the operation of these cars. Owing to the fact that you would only be working the one-man car for a proportionate time, the proportionate reduction in the loss would not be nearly so great—say, in connection with the Freshwater proposal?—That is so.

356. In regard to the Narrabeen-Mona Vale proposal, at the conclusion of your previous evidence you gave figures showing the loss on the Manly tramway system. You said:—

The indications are clear that the more we spend on tramway extension the worse the financial position becomes. The population is not there to create the revenue.

Taking into consideration the fact that there is an estimated reduction of £1,200 in regard to the operative costs of this proposal by using one-man cars, do you think that sufficiently alters the position to make it a reasonably sound proposition, from the Committee's point of view?—No, I do not. I do not look upon an extension there with any degree of satisfaction at all. I think there are other districts requiring services before that is accomplished.

357. Taking the line which is already in existence, from Manly to Narrabeen. Have you noticed any extensive area of land already served with a tram line which is not yet occupied?—A good deal of it.

358. Do you think it is a reasonable proposal that that land, or a reasonable proportion of it, should be brought



under effective occupation before an extension is made?—I certainly think the tram is extended quite far enough, for a fairly long period to come.

359. I suppose that in certain conditions a number of these lines must show a loss until development takes place. That is to say, if you carry a line into a district where there is not very much building, until that building becomes an accomplished fact you expect a financial loss?—Yes. But in regard to this line, it seems to be getting worse every year. I mean the Narrabeen line.

360. From the figures you supplied to the Committee, there seems to have been a progressive loss, which now stands at £100,000, and in view of that fact you think a further extension is hardly justified at the present juncture?—I do.

361. You anticipate a certain loss. Do you anticipate using the one-man car on any other extension of the tramway system?—That would depend upon the policy of the Railway Commissioners.

362. Has it been practically decided to give them a trial?—No.

363. So that the value of this to the Commissioners is dependent upon whether the Commissioners later decide upon that policy?—Yes.

364. Assuming that they do decide to try out the one-man car, can you give the Committee any idea as to the length of time which would elapse after they reach that decision before the cars could be installed?—No, I could not tell you that. They would have to indent the equipment, and that would take time.

365. You have a number of lines at the present time upon which the one-man car could be tried without seriously interfering with the existing traffic arrangements?—Yes.

366. It is not absolutely dependent upon the construction of these particular lines as to whether you will be able to try out that one-man car?—No.

367. So that even if the Commissioners decide to try that out, you would have other lines upon which the results could be demonstrated, which would be a guide to the Committee on the financial aspects of the various proposals?—Yes. I have one in my mind: the line from Botany to La Perouse. There is very little traffic on that line, and a one-man car could be run there, except at the week-ends.

368. Has there been any improvements, as regards the trams, in regard to the lessening of costs, or the increasing of the revenue, during the last financial year?—I could not say, except that the Commissioners made a statement a few weeks ago in which it was said that a surplus was anticipated. The working costs are remaining about the same. There is a slight reduction, I think, but we will not know until the Commissioners' report comes out next month.

371. The ordinary car?—Yes.

370. *Mr. Burke.*] When you speak of one-man or two-men cars, do you mean the two-men cars to be the ordinary cars that are running, or safety cars?—The two-men car is the eighty-seat car.

371. The ordinary car?—Yes.

372. And the reason why you would have to operate the two-men car on the Mona Vale line at week-ends would be the big traffic?—That is right.

373. The one-man car would not operate very well in those circumstances?—We would not put on a one-man car in the crush-loading times. The one-man car could be used, if the Commissioners thought it desirable, to run two or three sections, as a relief to the heavier car, or to pick up passengers for certain sections only.

374. The difficulty in regard to the one-man car would be its lack of capacity to carry the people?—For excursion traffic, yes.

375. And as regards through traffic?—We would not propose to put it on the through lines, unless we put it on to run through with Narrabeen or Collaroy passengers only.

376. For ordinary passengers you would run the ordinary service?—Yes.

377. In your statement you say that the cost of operations would be approximately 40 per cent. less. You say:—

The estimated loss on the Haberfield-Dobroyd Point proposal under two-men car operation is £2,540, and under one-man car operation £420 per annum.

What is the reason of the very great difference there, when you have stated previously that there is only 40 per cent. difference in the operation of the two?—The interest charges would be £1,240, and the working expenses £5,299, making a total of £6,539. The estimated revenue is £4,000, leaving a loss of £2,539 under the old system. Under the one-man car system the interest would be the same, and the working expenses would be £3,178 for 54,000 car miles. The total expenses, therefore, would be £4,419, and the revenue would be £4,000, making a loss of £419.

378. The difference is evidently not 40 per cent., is it?—That is in the operating charges—the actual handling of the car. The power expenses, I think, would be somewhat different, but just what they would be we could not say without actual experience.

379. The difference is mainly made up by extra overhead charges, interest, and so on?—Yes.

380. It is a big difference?—A big difference.

381. *Mr. Mahony.*] Is the particular type of one-man car you have in mind in use anywhere?—Yes. It is used universally in the United States of America. Almost every company has some of the one-man cars, and the same car is in use at Invercargill. In Victoria they have some converted cars. They are old cable cars, which we used to have at North Sydney. They have been converted into one-man cars, but the Commissioners would never agree to those.

382. You know the car in Ballarat?—That is the one I am speaking of. I hope you will not put that one down as a modern one-man car, which would be a palace alongside that.

383. Are they generally considered as being safe?—Yes. When I was in Kansas City I had a look at them, and the president of the company told me—I am speaking from memory—that up to a certain date they had carried 2,500,000 passengers for a given period, without any accidents.

384. Suppose the driver of a one-man car were suddenly taken ill. How would the car act then, if he had his hand on the lever?—Well, once his hand is off the lever the car stops. Sand is applied to the rails, and the doors are automatically unlocked. I think that at an early stage of the inquiry I said something as to an expression of opinion from the Commissioners in regard to the one-man car. It is on page 5 of the printed report of my evidence, given on 19th January, 1923, and is as follows:—

*One-man Electric Tramcar.*

With regard to the proposed operation of the one-man car in Sydney, the Railway Commissioners would be opposed to running this type of car in crowded or congested thoroughfares, where the drivers would have to issue tickets and give change, as this would considerably hold up the traffic. One-man cars, however, could be run with advantage on certain non-paying lines, or in new districts connecting with the main lines, where the cost of two-men car operation would be prohibitive, or on certain existing lines where the traffic is light.

385. *Mr. Travers.*] That would be mainly your own opinion?—No, that statement was made after a consultation with the Commissioners. At an earlier period of the same day under the heading of "Traffic Transportation," at the beginning of my evidence, I said:—

The Commissioners consider that the present is not an opportune time to carry out new works, by reason of the fact that some of the electrical apparatus is still in the vicinity of double the price it was a few years ago, and all other materials are still at a very high price. Power production costs are still high, and from a financial point of view there is nothing attractive in any transport proposition at the present moment, unless it be a motor bus service running over a road maintained in first-class order by somebody else.



FRIDAY, 24 AUGUST, 1923.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.

BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Tramway from Narrabeen to Mona Vale.

James Hepburn Tindale, Salvation Army officer, 69 Goulburn-street, Sydney, sworn and examined:—

386. *Mr. Burke.*] The Committee understand that the Salvation Army has a fair area of land near Mona Vale?—Yes.

387. It has been stated by witnesses that the Salvation Army was likely to subdivide that land in the event of the proposed line being constructed. Is that the case?—We intend doing so. We have a plan out for that purpose. The blocks will average about 50 feet frontage, and wherever possible, the depths will be 150 feet. The area of the land is nearly 300 acres.

388. Do you know the district well?—Fairly well.

389. Can you say definitely when that area will be subdivided?—A plan has been submitted to the council. We do not expect it will be on the market till next season.

390. Will you subdivide irrespective of whether the line is built or not?—Yes.

391. What do you expect will be the average price of the land?—Our Collaroy land brought about £5 a foot. A good deal of the land on the headlands will probably bring more, but I think on the average we will get somewhere about £5 a foot.

392. *Mr. Travers.*] How far is the Salvation Army land from the terminus of the Narrabeen line?—It is immediately north of the lagoon—about a mile from the present terminus.

393. Is the whole of the area suitable for residential settlement?—On the whole, yes. There is a little swampy ground, a portion of which we proposed to give as a reserve.

394. What is the number of blocks in the subdivision?—1174.

395. Is it the intention of your organisation to have any building restrictions?—There will be a covenant that no house of less value than £400 shall be erected.

396. Has the Collaroy settlement been all built on?—No, not by any means.

397. Has the whole of the blocks there been sold?—All except half a-dozen.

398. Does the area of land already referred to represent all the land your organisation has between Narrabeen and Mona Vale?—I presume so. We have another block on the town side of Narrabeen.

399. The whole of the land proposed to be subdivided is on the ocean side of the proposed line?—Yes.

WEDNESDAY, 31 OCTOBER, 1923.

Present:—

The Hon. W. T. DICK (CHAIRMAN).

The Hon. JOHN TRAVERS.

The Hon. ROBERT MAHONY.

FRANCIS MICHAEL BURKE, ESQ.

WILLIAM CAMERON, ESQ.

BRIAN JAMES DOE, ESQ.

DAVID HENRY DRUMMOND, ESQ.

The Committee proceeded to further consider the expediency of constructing a line of Tramway from Narrabeen to Mona Vale.

William John Morris, Secretary to the Railway Commissioners of New South Wales, sworn, and examined:—

400. *Chairman.*] You have a statement to make with respect to the use of one-man tram cars on new tram lines?—Yes. It is as follows:—

N.S.W. Government Railways and Tramways,  
Office of the Commissioners,  
Sydney, 19th October, 1923.

The Secretary, Parliamentary Standing Committee on Public Works, Parliament House, Sydney.

Subject: Use of one-man tramway cars.

Reference: Your letter of the 30th August last.

With reference to letter of above date, asking for information as follows:—

(a) A statement showing the policy of the Railway Commissioners in regard to the use of the one-man car, so far as it applies to the expediency of constructing the following proposed tramways, the subject of inquiry by the Committee:

Along Lyon's Road, Drummoyne, to Five Dock,  
Haberfield to Dobroyd Point,  
Narrabeen to Mona Vale, and  
Curl Curl to Freshwater.

(b) A further report on the proposed tramway along Lyon's Road, Drummoyne, to Five Dock, particularly in view of the evidence submitted by Mr. Morgan, Town Clerk, Drummoyne, as to the development of the district to be served since the Committee's former inquiry in 1920.

I beg to inform you that the matters have had consideration.

DRUMMOYNE TO FIVE DOCK.

With regard to the question relating to the use of one-man cars, I am to state that the operation of these cars is claimed to effect a reduction of 40 per cent., and, after allowing for an increase of 10 per cent. in motormen's wages, in consideration of the additional duties required to be performed, an estimate of the financial result of operating the Drummoyne to Five Dock section prepared in November, 1922, was as under:—

Electric tramcar, two-men operation—Estimated annual loss, £2,564.

Electric tramcar, one-man operation—Estimated annual loss, £854.

This estimate was based upon a revenue of £3,300 per annum being obtained, but an up-to-date estimate has been made, and it is now considered that the revenue to be derived, assuming the bus be discontinued, would be £3,600 per annum, or an increase of £300 per annum, reducing the estimated loss to £554 per annum under one-man car operation.

If this line were constructed, it may be necessary during the business hours to run a car of larger seating capacity on a few trips, and the probability is that there would be strong agitation for a through service to be maintained. In view of the rapid development in the district and the probability of a continuance of this development, it is considered that, if it be decided to construct the line it would, within a short period, be necessary to utilise the ordinary electric cars, when the one-man car could be tried elsewhere.

HABERFIELD TO DOBROYD POINT.

So far as Haberfield to Dobroyd Point is concerned, the operation of one-man cars over this section would meet the requirements of the local traffic, but, in relation to the through traffic, it would not be satisfactory. The Haberfield to Dobroyd Point section is only 59 chains and on a short section like this



it is doubtful what patronage a local service would receive, while the Drummoyne to Fivedock section is a distance of approximately  $1\frac{3}{4}$  miles, which would obviously convenience a number of people living at a much greater distance from existing facilities.

I might point out that the Commissioners' view is that, as far as possible, tramway services should be connected with the suburban railways rather than bring additional traffic into George-street, which is already overcrowded, and if the Dobroyd Point section were constructed its terminus should not remain at Haberfield, connecting with the Circular Quay-Abbotsford service, but should be extended to Ashfield to connect with the Main Suburban Railway, as is the case with regard to the services from Summer Hill to Hurlstone Park, and between Canterbury, Petersham, and Balmain.

Even if a system of transfer were introduced, whereby the same fare would be charged as if a through service were run, it is not considered that the service would be popular on account of the inconvenience occasioned owing to changing at Haberfield.

#### NARRABEEN TO MONA VALE, AND CURL CURL TO FRESHWATER.

With reference to the service from Narrabeen to Mona Vale, similar remarks apply, and so far as the proposed line from Curl Curl to Freshwater is concerned, one-man cars would not meet the traffic requirements for the major portion of the year.

Regarding the request for further information on the proposed tramway along Lyon's Road, Drummoyne, to Five Dock, particularly in view of the evidence submitted by the Town Clerk, Drummoyne, as to the development of the district since the Committee's former inquiry in 1920, as above stated, there has been rapid development in the district, with a probable continuance of same. It might be mentioned, however, that a fair proportion of the development in this particular district is within easy walking distance of existing tramway facilities. Nevertheless, as stated, an up-to-date estimate indicates the probability of the revenue being increased to £3,600 per annum, an increase of £300 per annum, which would reduce the estimated loss to £2,264.

In conclusion, I may state that the operation of one-man cars in America has proved both economical and successful, and the Commissioners consider it would be advantageous to operate the Lyon's Road, Drummoyne, to Five Dock line by means of one-man cars as an experiment, with a view to testing their suitability in New South Wales.

The development within this particular district is such as will, in their opinion, warrant the provision of tramway facilities within a reasonable period, and, even if the operation of one-man cars were found to be unsuccessful, the line could then be operated by means of the ordinary electric cars.

W. J. MORRIS, Secretary.

401. *Mr. Drummond.*] What steps have the Commissioners taken to obtain the cars in question?—No definite steps. Inquiries have been made and certain information obtained, which I understand has been placed before the Committee by Mr. Doran.

402. From the information which you have obtained, are you satisfied it would be an experiment worth trying?—Yes.

403. *Mr. Burke.*] You stated it may be necessary to put two-men cars on during the busy hours?—The Commissioners consider Lyons Bay road would be a suitable line on which to test the one-man car. If it is necessary to run a two-men car we can do so.

404. Would that materially increase the running expenses?—No; the cars would be interchangeable.

405. It would not materially affect the working expenses?—Only to the extent I have shown.

406. Would you think £500 a moderate loss to begin with for a tramway service?—I have not consulted the Commissioners on that question.

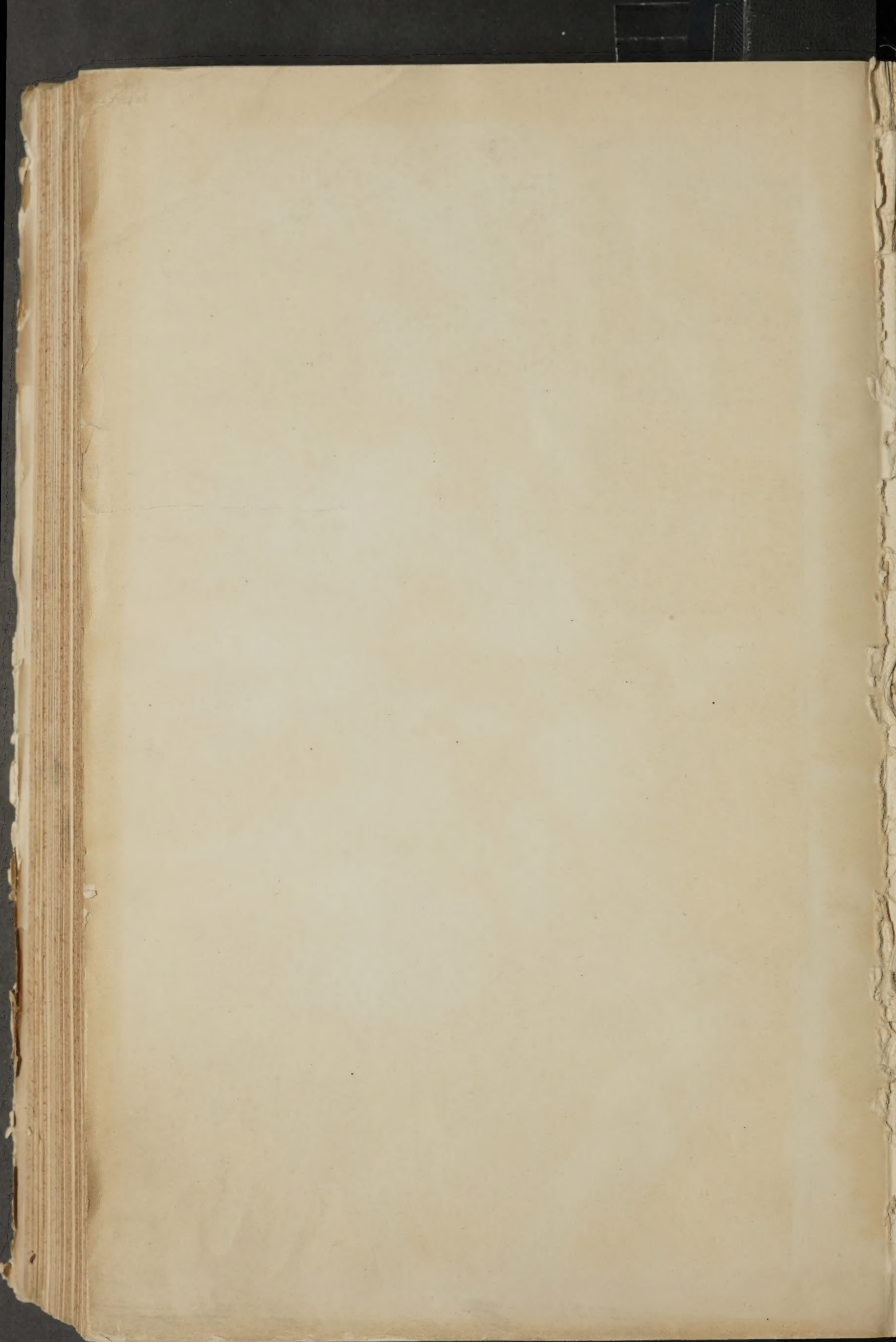


















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